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No. 118 APRIL, 1964

Published first Thursday of the month

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ROCHESTER HONOURS THE NAVY

Freedom of City for Medway Sub-Command

By a unanimous resolution which ends "... to the right, liberty, privilege, honour and distinction of marching through the streets of the said City on all ceremonial occasions with bands playing, drums beating and bayonets fixed," the ancient City of Rochester admitted to its Freedom the Medway Sub Command of the Royal Navy, "in appreciation of the glorious traditions and gallant achievements of the Royal Navy and of the loyal support thereto afforded by Her Majesty's Dockyard..."

The ceremony, which comprises the presentation of a scroll, and its casket, admitting the Medway Sub Command to the Freedom, will take place in the grounds of Rochester Castle on April 8 commencing at 2.30 p.m. On completion of the ceremony, and permission to do so having been obtained, the parade is to march through the City with bayonets fixed, drums beating and band playing. The parade will then march from the Esplanade, along the High Street where the Mayor will take the salute at the point of the Guildhall.

The Freedom ceremony will be preceded by a luncheon in the Corn Exchange, when the Mayor of Rochester, Alderman W. Wilkinson, J.P. will propose the toast of "The Royal Navy" which will be seconded by Alderman C. H. R. Skipper. Rear-Admiral E. S. Hawkins, C.B., Chief of Naval Supplies and Transport and Vice-Controller of the Navy, who will be representing the Admiralty Board at the ceremony will respond.

The Mayor and City Council will have as their guests at the luncheon Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, the Flag Officer Medway and Admiral Superintendent, H.M. Dockyard, Chatham, and representatives

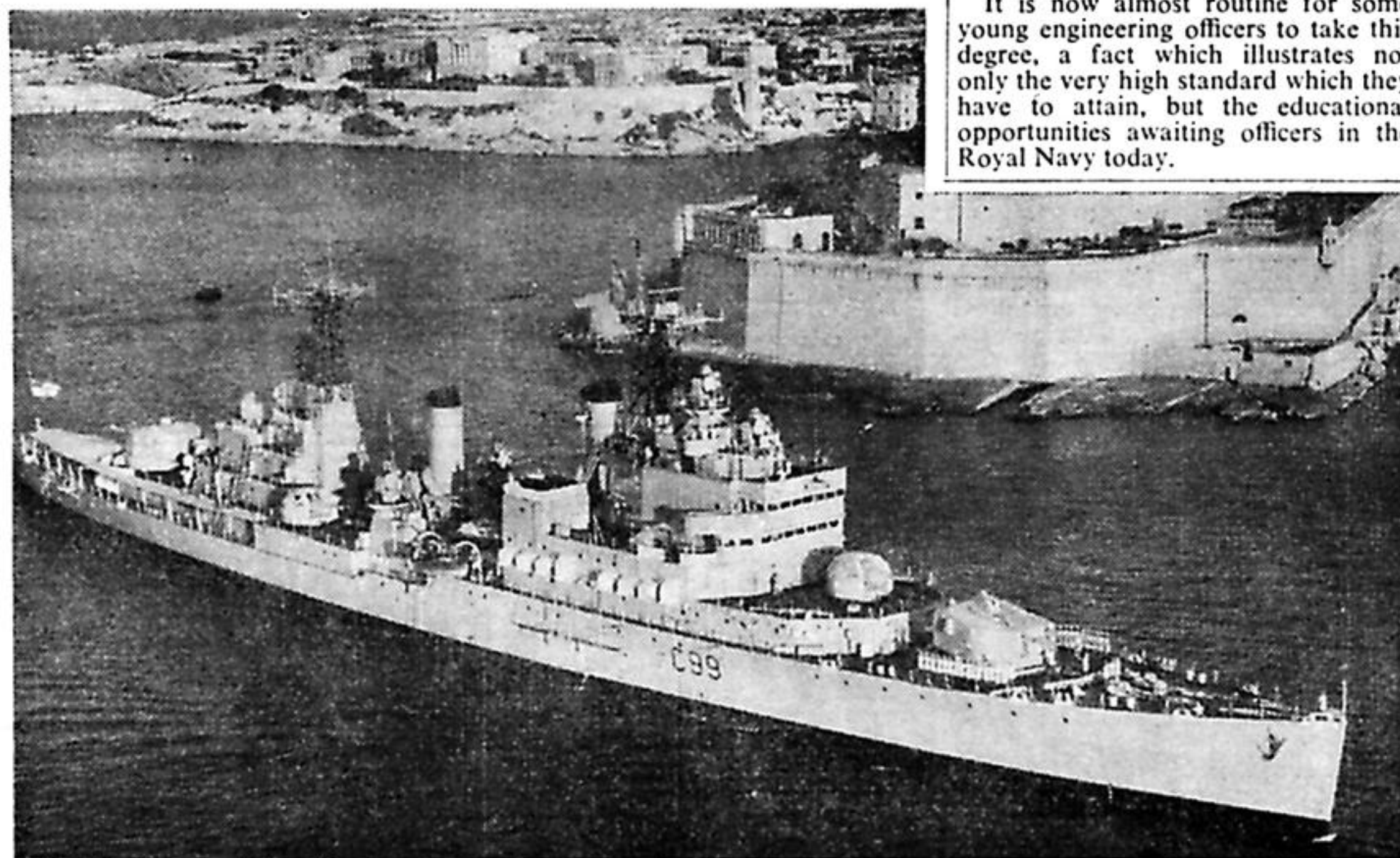
ADMIRALTY FLAG HAULED DOWN

The lowering of the gold and crimson flag of the Admiralty at the Admiralty on Tuesday, March 31 marked the end of an era. The office of the Lord High Admiral, instituted in 1628, had been invested in "The Commissioners for Executing the Office of Lord High Admiral of the United Kingdom, etc.," and, since that date, the Admiralty Flag has been flying, by day and night, over the Admiralty buildings in London. It has never been dipped in salute, and was half-masted only on the death of the Sovereign.

Under the Defence reorganisation H.M. The Queen has assumed the title of Lord High Admiral, and in future the flag will be flown only by her.

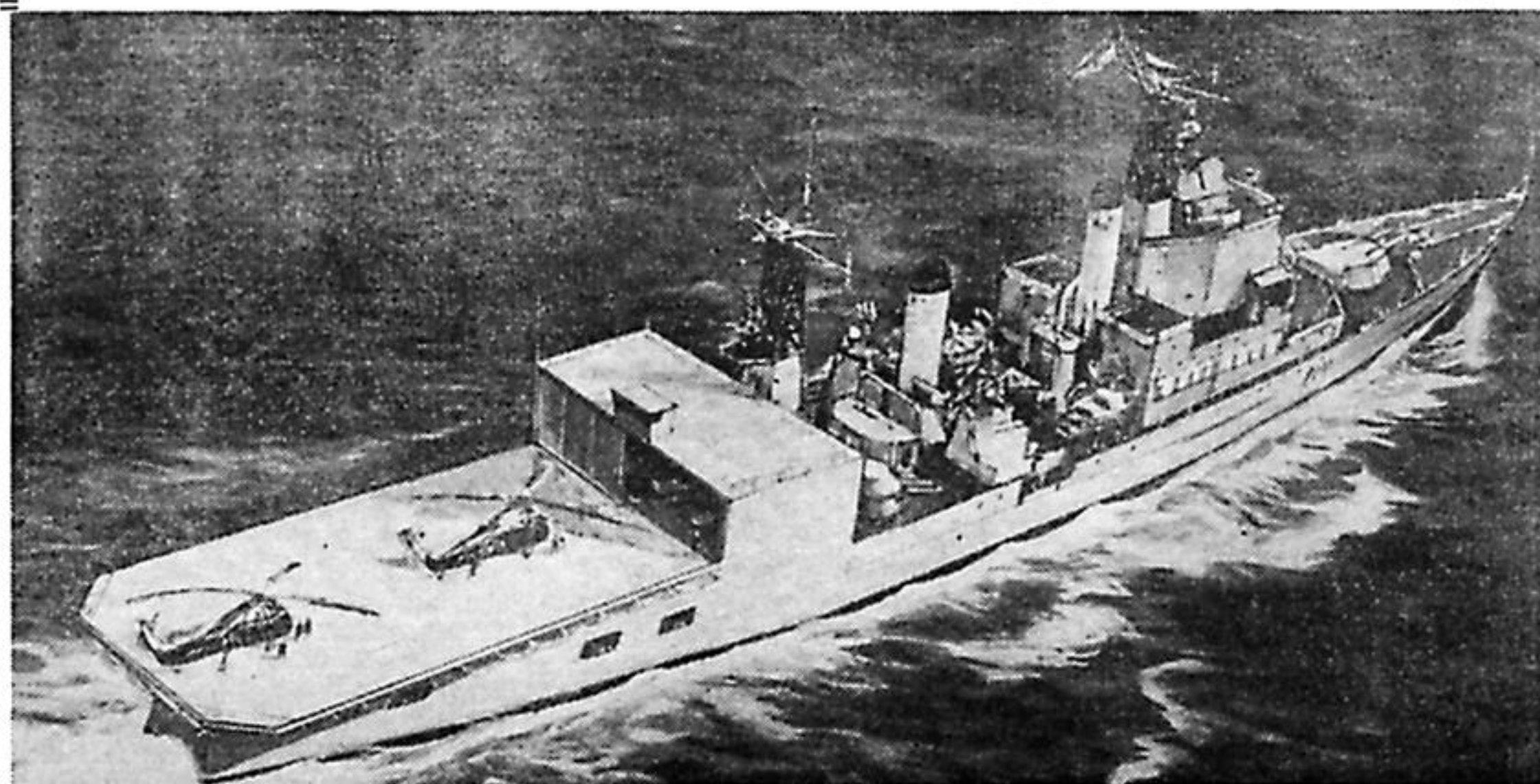
When the flag was hauled down on March 31 the ceremony was attended by the Lords Commissioners with a naval guard and Royal Marines band, on the Horse Guards Parade.

It has been thought that the word "Admiralty" would disappear completely under the new Ministry of Defence, and the term "Navy Board" be used instead for the Naval Management Board of the Ministry. It has now been accepted by the Government that the Board will be called the "Admiralty Board."



H.M.S. Blake—one of our last conventional cruisers—seen entering Grand Harbour Malta. She has been "moth-balled" at Devonport since early 1963

Cruiser as Helicopter Ship



An artist's impression of a "Tiger" class cruiser converted to carry helicopters. As reported in the March issue of "Navy News" the three "Tiger" class cruisers are to have the after twin 6-inch gun mounting removed to provide a hanger, flight deck and other facilities required to carry and operate four Wessex helicopters, each equipped with detector gear and anti-submarine torpedoes. After conversion the cruisers, while retaining most of their existing features, improved in some cases, will make a valuable contribution with their helicopters to the defence against submarines of any force of which they form a part. If required, the anti-submarine helicopters could be replaced by those designed to carry troops. H.M.S. Blake will be the first ship of the class to be converted. She is now at Devonport. A photograph of the ship when she was serving in the Mediterranean is at the foot of this page

from the Command, which includes both H.M. Dockyard and H.M.S. Pembroke.

HOME FLEET BAND

The parade will be comprised of 268 officers, ratings and W.R.N.S., and 36 musicians of the Royal Marine Band of the Commander-in-Chief, Home Fleet, augmented from the Royal Marine Depot, Deal.

The Commander-in-Chief, Portsmouth, within whose Command the Medway Sub Command is situated will be represented by Rear-Admiral J. L. Blackham, Admiral Superintendent, H.M. Dockyard, Portsmouth.

Degrees for officers

At the Royal Albert Hall on March 31, ten young naval officers, with academic gowns over their uniforms and carrying mortar boards, received their B.Sc. (Eng) degrees of London University. They represented 100 per cent success for the R.N. Engineering College, Manadon.

It is now almost routine for some young engineering officers to take this degree, a fact which illustrates not only the very high standard which they have to attain, but the educational opportunities awaiting officers in the Royal Navy today.

Submarines spend month in the Arctic

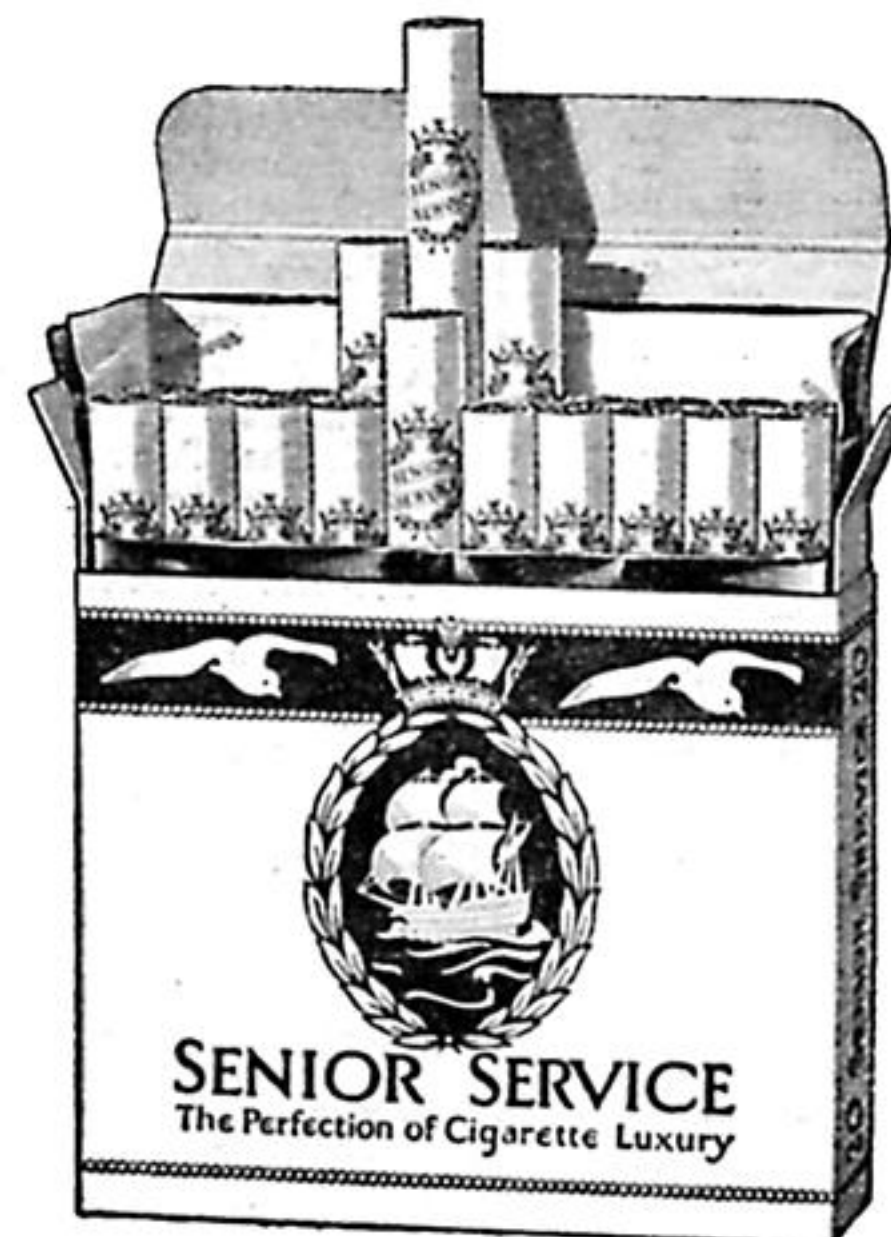
HM. Submarines Otter (Lieut.-Cdr. R. J. F. Turner, R.N.) and Narwhal (Lieut.-Cdr. P. Cobb, R.N.), returned to Devonport and the Depot Ship H.M.S. Adamant on March 25 after taking part in Exercise Cairn on the fringe of the Arctic pack ice, spending just over a month away and being, for most of the time submerged.

Although British submarines are capable of operating in any part of the oceans, freezing conditions pose extra problems both for the equipment and for the submariners themselves. Special precautions were taken to prevent the freezing-up of masts and periscopes. Arctic clothing was issued to the submariners, and a special safety slide was fitted to prevent men

falling overboard when they had to go out on the casing.

Special attention was given to the welfare of the men who were away from home and cut off from the rest of the world for five weeks. A large number of films and extra books were carried, a daily news bulletin was transmitted to the submarines by radio, and aircraft dropped mail on two occasions.

BRITAIN'S OUTSTANDING CIGARETTE



Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

THE recent increases in pay and pensions for the Services accentuates still more the disparity between the pensions and retired pay of those who left the Services over the years and those who leave the Services in the future.

While understanding to the full the cost of bringing up to today's standard the pensions of those who are already on pension, and the repercussions, should any increase be made, throughout the whole field of pensioners from the Civil Service industry and so on, there appears to be a moral obligation to make the pensions of the past somewhat comparable with those obtaining today.

It can, of course, be argued that the men of the past "contracted" to serve for a specific period, at a specified rate of pay and for a certain rate of pension. It is felt, however, that this argument is somewhat fallacious.

In pre-war days when the pension was—say—£2 per week, that £2 would buy certain goods. Therefore, a man could argue, "When I signed on for pension, I expected my pension to buy my food and clothes. The cost of my food and clothes is now three times more than it was when I signed on for pension. Surely, therefore, I can expect to receive what I signed on for?"

HIGHER COSTS

There is, too, the other side of the picture. As a taxpayer the pensioner has to help towards the cost of the Armed Forces. The cost of the country's defences have risen enormously. Apart from the colossal expenditure on modern weapons, the cost of shoes, shirts, socks, sheets—everything has gone up in price three and four times more than the pre-war cost, and so the pensioner is called upon to pay from his pre-war pension the cost of post-war goods.

Existing pensioners do not begrudge the increases to those who leave the Services in the future. Far from it. Good luck to them. It does seem, however, only equitable to tie old rate pensions to the prevailing pensions. When a new pension code is introduced a proportionate increase should be made to pensions already in existence.

Wrens' rooms named after seas of the world

PART of a £400,000 scheme for modernising accommodation in H.M.S. Excellent was officially opened on March 18 by Commandant Dame Jean Davies, D.B.E., A.D.C., Director of the Women's Royal Naval Service.

The three-storey building named Mary Lloyd House after Dame Mary Lloyd who became the Director of the W.R.N.S. and who commenced her naval service in H.M.S. Excellent in August, 1939, being commissioned in 1940. She was present at the official opening, having laid the foundation stone in December, 1962, with her husband, Professor Geoffrey Cheshire, father of Group Captain Cheshire.

The new building is the first specifically designed for Wrens in the Portsmouth Command and the attractive and most comfortable quarters will accommodate about 140 Wrens. Six junior Wrens share dormitories named after various seas of the world—Tasman, Timor, Caspian, Coral, Caribbean, etc.—and the Chief Wrens and Petty Officer Wrens have single-room accommodation.

Tastefully decorated and fitted with modern accommodation the dormitories and single cabins are delightful. There are quiet rooms with fitted carpets and easy chairs and games and television rooms, as well as a room in which Wrens can entertain guests and a patio where the occupants of the Wrennery can relax in off-duty hours.

COST £75,000

Up-to-date laundering, drying and airing facilities are included, together with modern bathroom accommodation and a sick room. The building cost about £75,000 and is a far cry from the Nissen huts and other build-

ings occupied by Wrens in the early days of the war.

Commandant Dame Jean Davies officially opened the building by cutting a dark and light blue ribbon, in the presence of a number of Wrens, their families and friends, the Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods) and Lady Woods, the Captain of H.M.S. Excellent (Capt. H. H. Dannreuther, R.N.) introducing the Commandant to the company.

Another part of the £400,000 new building programme is a block for the Chief Petty Officers and Petty Officers of the "Island." This is a much bigger affair which is expected to be completed and occupied by the end of the year.

Captain takes frigate to his old college

A FORMER cadet at the Thames Nautical Training College, H.M.S. Worcester paid a return visit to the ship last month—as Captain of one of the Royal Navy's most modern and sophisticated warships, the "Leander" class frigate H.M.S. Dido.

He was Capt. J. W. D. Cook, R.N., who was a cadet in the Worcester, which is moored off Greenhithe, from 1938 until 1940, when he joined the Royal Navy.

The Dido arrived at Greenhithe on March 9 for a three-day visit, during

Letters to The Editor

How was Abdiel sunk?

SIR—My recollection of the loss of H.M.S. Abdiel in Taranto on September 9, 1943, is slightly different to that mentioned by Capt. H. F. Waight in his article in the March issue of "Navy News."

I was in H.M.S. Jervis (Capt. Crawford) at the time and I believe Jervis was the first ship to enter the harbour. As Captain (D)'s ship we had the choice of going alongside but, much to our annoyance (for we had to keep sea watches and to drag a chain fore and aft of the ship as a precaution against limpit bombs). There was quite a bit of moaning for this was hard work and the hands thought they could have been fast asleep in their hammocks.

In the morning, after seeing H.M.S. Abdiel's mast showing just above the water we knew that our work had not been in vain—our skipper had made the right decision. It was believed that the Abdiel (we called her the Abdul)

had men of the Green Howards aboard with all their equipment, including ammunition. Many lives were lost and we picked up their bodies in the morning and buried them at sea the same day.

LIMPIT BOMB ATTACK?

I feel, and it was the feeling of most of us on board Jervis, that the Abdiel was sunk by limpit bombs while tied up alongside and not, as Capt. Waight says "while swinging at her buoy." We felt that if the same routine had been carried out on the ill-fated ship as had been carried out in Jervis, a great tragedy would have been avoided.

While writing to you, Sir, I wonder if H.M.S. Liverpool (Capt. Read) holds the record for sea time during the first 109 days of the war? We did 103.

Finally, if ex-Leading Seaman "Jock" Stewart, who was rigger (Bosun's Party) in H.M.S. Euryalus, Capt. Eric Bush), would contact me, I would be delighted. He could have "the best in the house," and this goes for any of my "old ships"—Yours, etc., M. (Mick) MYERS, P.O. C.R.1 (ex Royal Oak, Sheffield, Liverpool, Pelican, Euryalus, Jervis), The Royal Oak, Cowbit Road, Spalding, Lines.

[Reference books at my disposal show that H.M.S. Abdiel was mined at Taranto on September 9, 1943. Can any reader state which ship holds the record for sea time at the beginning of the war?—Editor.]

DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Hermes (Carrier), April 1, at Devonport, L.R.P. Complement.

H.M.S. Zulu (G.P. Frigate), April 2, at Glasgow, General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Agincourt (A.D. Conversion), April 7, at Portsmouth, General Service Commission (Phased), Home/Med. / Home / Med. 27th Escort Squadron, U.K. Base Port, Portsmouth, (A.)

H.M.S. Galatea (A./S. Frigate), April 9, at Wallsend-on-Tyne, General Service Commission, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth, (A.)

H.M.S. Lion (Cruiser), April 16, at Devonport, Home Sea Service, U.K. Base Port, Devonport, (C.)

H.M.S. Scarborough (A./S. Frigate), April 16 at Portsmouth, Home Sea Service, 17th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Whitby (A./S. Frigate), April 21, at Portsmouth (Phased), Foreign Service from date of sailing, Far East, 26th Escort Squadron.

No. 829 London Flight, April. Change classification of service, General Service Commission.

H.M.S. London (G.M. Destroyer), April. Change classification of service, General Service Commission, Home/East of Suez (18 months), U.K. Base Port, Portsmouth.

H.M.S. Lofoten (Helicopter Support Ship), April at Devonport, Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Loch Killisport (A./S. Frigate), May 1, at Singapore, Foreign Service (Phased), Far East, 26th Frigate Squadron, (A.)

H.M.S. Redoubt (L.C.T.), May 1, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (F.)

No. 829 Squadron (Zulu Flight), May 4, at R.N. Air Station, Culdrose, General Service Commission, Wasp.

No. 848 Squadron, May 7, at R.N. Air Station, Culdrose, Home Sea Service followed by Foreign Service, Wessex, For H.M.S. Albion.

H.M.S. Albion (Commando Ship), May 14, at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth, (C.)

H.M.S. Carysfort (Destroyer), May 14, at Gibraltar, Commissions for General Service Commission, Home/Med. / Home / Med. 27th Escort Squadron, U.K. Base Port, Devonport, (A.)

H.M.S. Eagle (Carrier), May 14, at Devonport, General Service Commission, Home/East of Suez, U.K. Base Port, Devonport.

H.M.S. Kirkliston (C.M.S.), May, at Portsmouth, for Home Sea Service, 1st M/H. Squadron, U.K. Base Port, Rosyth.

No. 829 Squadron (Galatea Flight), May 26, at R.N. Air Station, Culdrose, General Service Commission, Wasp.

H.M.S. Puma (A./A. Frigate), May 28, at Portsmouth for trials, General Service Commission, May 28, Home/South Atlantic and South America/Home/S.A. & S.A. 7th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Russell (A./S. Frigate), May 28, at Rosyth for Home Sea Service, U.K. Base Port, Portsmouth, (C.)

H.M.S. Dampier (Surveying Ship), June 1, at Singapore, Foreign Service (Far East), (C.)

No. 829 Squadron (Euryalus Flight), June 1, at R.N. Air Station, Culdrose, Home Sea Service, followed by Foreign Service, Wasp.

H.M.S. Protector (Ice Patrol Ship), June 3, at Portsmouth, General Service Commission, Home/S.A. & S.A. (British Antarctic Territories), U.K. Base Port, Portsmouth.

H.M.S. Troubridge (A./S. Frigate), June 12, at Malta for trials, General Service Commission, August 17, Home/Med./Home/Med. 27th Escort Squadron, U.K. Base Port, Portsmouth, (C.)

H.M.S. Euryalus (A.S. Frigate), June 17, at Greenock, for Home Sea Service, Foreign Service, January, 1965 (tentative date), Captain (D), Far East, 26th Escort Squadron on arrival at Station, (C.)

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/East of Suez, U.K. Base Port, Devonport.

H.M.S. Plymouth (A./S. Frigate), June 17, at Devonport, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Cambrian (Destroyer), June 17, at Chatham, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Chichester (A./D. Frigate), June 17, at Chatham, General Service Commission, Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth, (C.)

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (B.)

H.M.S. Messina (L.S.T.) and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East, Amphibious Warfare Squadron, (B.)

H.M.S. Blackwood (A./S. Frigate), June, at Rosyth, L.R.P. Complement.

L.C.N. 63, June, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron, (Under consideration.)

H.M.S. Llandaff (A./D. Frigate), June at Devonport, L.R.P. complement.

H.M.S. Cavalier (Destroyer), at Gibraltar, June, L.R.P. complement, Local Foreign Service.

H.M.S. Myrmidon (Survey Craft), June, at Chatham, Home Sea Service, U.K. Base Port, Portsmouth, (C.)

H.M.S. Mermaid (Survey Craft), June, at Devonport, Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Nubian (G.P. Frigate), July 8, at Portsmouth, General Service Commission, Home/Middle East (Phased), 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B.)

H.M.S. Delight (Destroyer), July 9, at Rosyth for trials, (To reserve on completion of long refit.)

H.M.S. Ursa (A./S. Frigate), July 21, at Devonport, General Service Commission (Phased), Home/W. Indies/ Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Blackpool (A./S. Frigate), August 18, at Chatham for trials, General Service Commission, December 17, Home/East of Suez/ Home/Med. 28th Escort Squadron, U.K. Base Port, Portsmouth, (C.)

H.M.S. Devonshire (G.M. Destroyer), August 20, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Shoulton (C.M.S.), August, at Portsmouth, Home Sea Service; Transfer to Vernon Squadron and transfer to 3rd M/S Squadron, end 1964, (Tentative date.)

One C.M.S. ex Reserve, August, at Portsmouth, Home Sea Service, Vernon Squadron.

H.M.S. Undaunted (A./S. Frigate), end August at Chatham, L.R.P. complement.

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham, General Service Commission (Phased), Home/S.A. & S.A./Home/S.A. & S.A. 7th Frigate Squadron, U.K. Base Port, Portsmouth, (C.)

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport, General Service Commission (Phased), Home/W. Indies/ Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Meon (L.S.H.), September 11, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron, (B.)

No. 820 Squadron, September 23, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wessex.

(Continued on page 7, col. 1)

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Was in Shanghai when Queen Victoria died

SHIP WENT 1,750 MILES FROM SEA

By L. A. BAISS

A YOUNG Surgeon, Royal Navy, I arrived in Shanghai towards the end of December, 1900, in charge of 20 Petty Officers and men for the second commission of H.M.S. Woodcock, a small river gunboat 'showing the flag' in the lower and upper Yangtse above Hankow. The ship had been up to Chungking in company with her sister ship, H.M.S. Woodlark, the previous summer, the first ascent of the rapids and gorges of the Yangtse above Ichang by a ship of war.

I arrived to find Shanghai crowded with troops of all nations as well as warships lying off the Bund. They were all there because of the Boxer Rebellion in 1900 when the Legations in Peking had to be relieved by an International Force.

It was a picturesque scene. The most striking of the uniforms were those of the Indian Army. One heard so many languages of the world but could not understand them. The Chinamen of Shanghai, boatmen and rickshaw coolies, however, seemed familiar with them all and laughed with everyone, even though they received more kicks than halfpennies from the majority. Poor chaps, they led a hard life.

In January, 1901, Queen Victoria died and for a time we all felt stunned by her passing; the great Queen who had reigned so long and had done so much for the British Empire. A Memorial Service at the Shanghai Cathedral was attended by representatives of all the nations there, the Royal Navy being well represented. It was a most impressive sight and I have a photograph of the scene taken outside the Cathedral.

TO BORDERS OF TIBET

Our little gunboat went into dry dock early in the year to get ready for her cruise in company with the Woodlark up to Chungking and beyond, almost to the borders of Tibet. Her commanding officer was Lieut.

H.M.S. Woodcock left Shanghai on March 1, 1901, arriving at Hankow on March 8 and Ichang on March 17. Here we waited for the river to rise, eventually leaving on April 16 for Chungking.

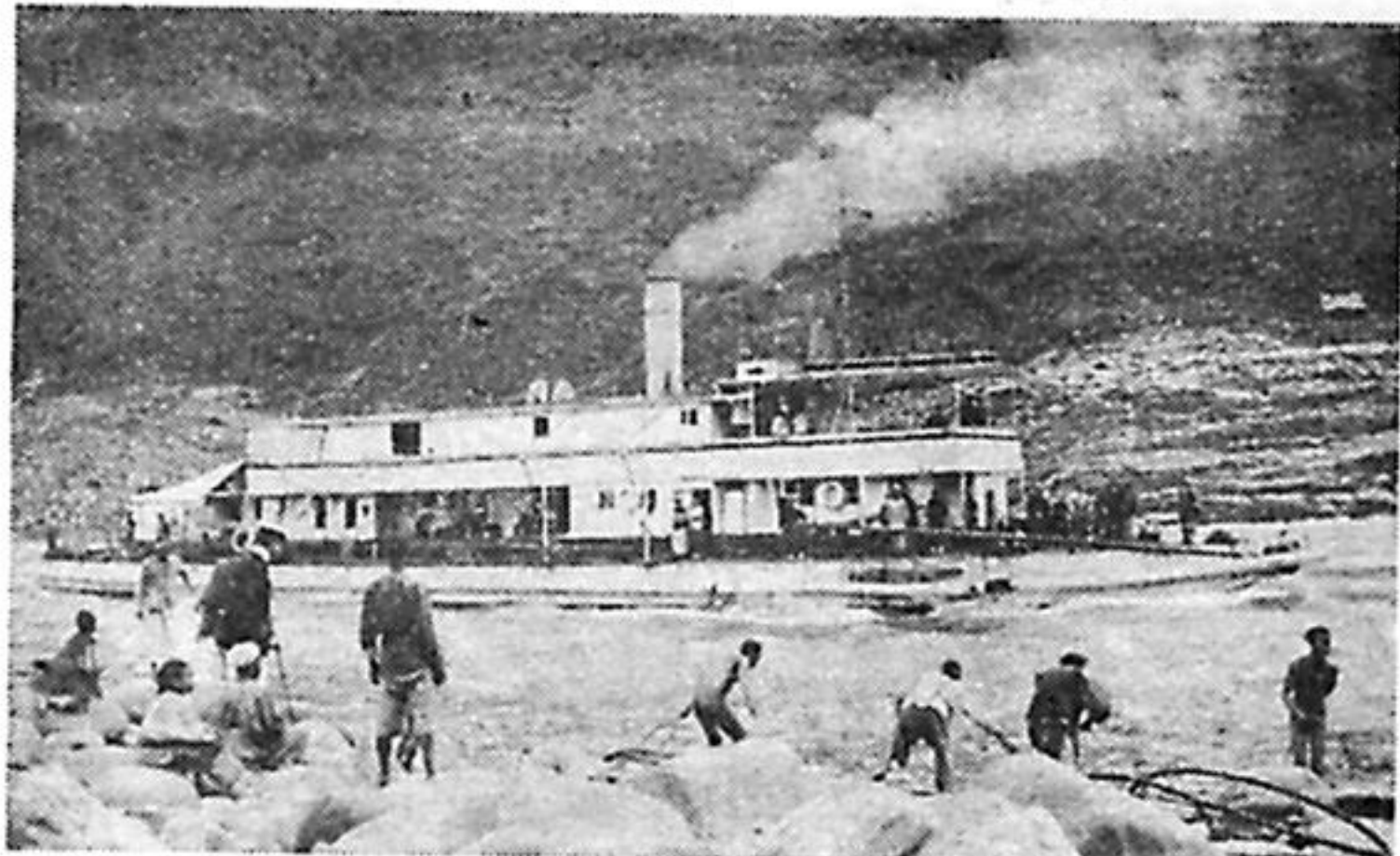
The scenery during the trip up the river was magnificent. There were high cliffs on either bank, the river running between them with many rapids, some treacherous and others easy. The Funshian Gorge was four miles long, with precipitous sides and the river only 100 yards wide with many rapids. We arrived at Chungking on May 18.

We stayed at Chungking until August 19 and proceeded, still up river, arriving at Sui-fu on August 25. This city lies at the junction of the Yangtse and Min Rivers.

FARTHEST FROM MOUTH

On the last day of August, 1901 we left Sui-fu and proceeded up the Min River, arriving at Kiating-fu on September 3. This was the highest point ever reached by a steamer in those days and was about 1,750 miles from Wosung at the entrance to the Yangtse.

We left Kiating-fu on September 23 and after a quick trip down the river helped by the current, arrived back in Chungking on September 27. It had been a wonderful trip and there had been no accident of any sort.



H. D. R. Watson, R.N., who had commanded her in her first commission. He afterwards became Admiral Sir H. D. R. Watson, K.C.B.

Lieut. Cdr. Powell was also to accompany us to Chungking to look at the rapids, because he was afterwards to command the Kinsha, a paddle-wheel steamer which had been bought by the Admiralty for service in the upper Yangtse. She was then refitting and being fitted with guns in the dockyard at Shanghai. She later joined the Woodcock and Woodlark at Chungking where they were moored on the bank opposite to the city of Chungking.

H.M.S. Woodcock (150 tons) ascending the Yeban rapid on the Upper Yangtse above Ichang on April 17, 1901, with the help of wire hawes

Rear-Admiral Bryan C. Durant, C.B., D.S.O., D.S.C., who retired last year after 34 years' service in the Royal Navy, has been appointed Director-General of the Navy League—a new appointment for the League.

Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E., visits Malta from April 27 to May 1.

SHIPS OF THE ROYAL NAVY

Day; then he gradually extended his activities to Sunday mornings and the Borough's Town Show. Being fully employed in the day-time, he was unable to go out with his box until the week-ends. It was during this period that the people of Dagenham were aware of an oilskin-clad cyclist with a lifeboat in tow!! Such was the enthusiasm of "Spud." Unfortunately the years are catching up on him, and his collecting is now carried out on foot or by public transport.

MEDAL FOR SERVICE

His Sunday "ports of call" take him to such nautical sounding places as "The Admiral Vernon," "Ship and a Shovel," "Beacon," "The Ship," "Ship and Anchor," and with such names, plus his personality, he cannot fail. This opinion is, of course, shared by

Shipmate, Mayor of the Dagenham by the Mayor of Dagenham

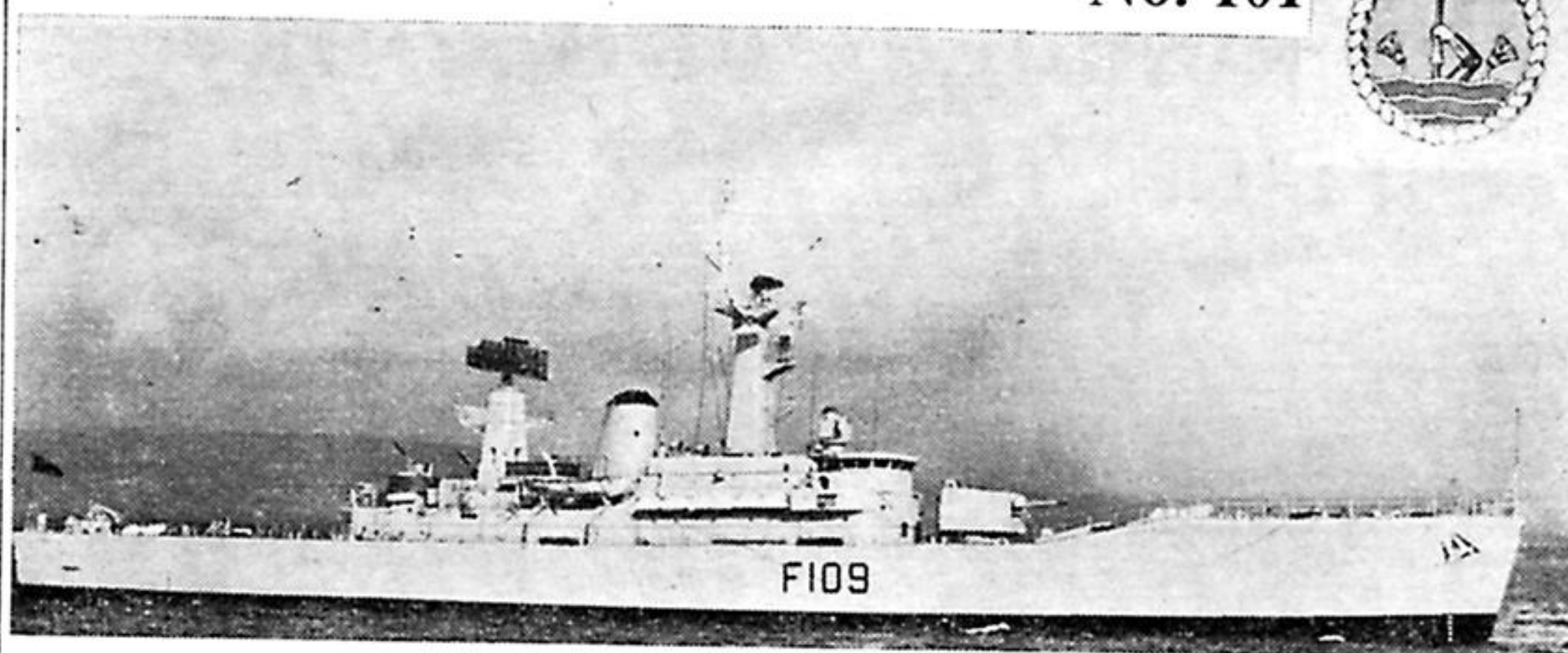
the headquarters of the R.N.L.I. in their wisdom and gratitude saw fit to bestow on him the honour of a silver medal as a mark of appreciation of the sterling service rendered by him to the Lifeboat as this pleasant duty, carried out on behalf of the R.N.L.I., was performed by the Mayor, Councillor Thomas, and witnessed by the organiser, Miss M. Muirhead, Royal Naval Association national councillor, Shipmate "Bert" Branch chairman "Fred" Tibble, a host "Les" Lees and members of Dagenham Branch.

"Spud" in his modest way explained that there were two sides to his story, for without the help and operation of the generous public

SHIPS OF THE ROYAL NAVY

H.M.S. Leander

No. 101



PETTY OFFICER'S SON CHRISTENED IN GRAFTON

H.M.S. Grafton (Lieut.-Cdr. G. P. McMullen, R.N.), a Type 14 Frigate of the Blackwood Class, was recommissioned for Home Sea Service with the 20th Frigate Squadron on March 3. The ship had been undergoing an extensive refit and modernisation in Portsmouth Dockyard and thus has a virtually complete new ship's company, an unusual feature for ships on Home Sea Service.

The Duke of Grafton, was unfortunately unable to attend the commissioning service and ceremony, but his heir the Earl of Euston was present and stayed for lunch on board afterwards. Also present were about 30 wives and families of officers and ratings.

After trials off Portsmouth the ship will be working up at Portland after Easter leave.

One of the first important functions to be carried out on board was the christening of the infant son of Stores Petty Officer (V) James McInnes. This was carried out by the Dockyard Chaplain, the Rev. C. Prior, M.A., Chaplain, R.N., on Sunday March 8 and the baby was given the names James Cameron.

Serving in the ship and together for the first time in their careers are two brothers, Petty Officer Steward Derek Corke and Ordinary Seaman David Corke, the latter having specially requested to serve in the ship.

H.M.S. Leander, name ship of her class of general-purpose frigates, was built by Harland & Wolff Ltd., Belfast, being laid down on April 10, 1959, launched June 28, 1961 and completed on March 27, 1963.

The "Leanders" have the same hull and substantially the same steam turbine machinery as the "Whitby" class, but are of a revised and advanced design capable of fulfilling a composite anti-submarine, anti-aircraft and air-direction role.

Of 2,800 tons (full load) displacement, Leander is 372 feet in length overall with a beam of 41 feet.

Fitted for the "Sea-cat" anti-aircraft guided missile, and a light-weight helicopter armed with homing torpedoes the "Leanders" are capable of giving a very good account of themselves in all circumstances.

There are to be 13 ships of this class. They are, in addition to Leander herself, Ajax, Dido, Penelope, Aurora, Euryalus, Galatea, Arethusa, Naiad, Cleopatra, Sirius, Minerva and Pheobe.

NEW CHURCH FOR SINGAPORE

STANDING near the Sembawang Gate, and one of the most imposing sights in the Singapore Naval Base is the new church of St. Andrew dedicated in February by the Rev. A. Douglas Spear, O.B.E., Q.H.C., M.A., Principal Royal Naval Chaplain of the Church of Scotland and Free Churches.

Included in the construction of the new church is a stone from the ancient Abbey of Iona (the first Christian Church in Scotland), which was brought out to the Far East in the destroyer H.M.S. Duchess.

Clergymen of all three Armed Services in Singapore, representing the Church of England, Church of Scotland and Free Churches, attended the Dedication.

The service was the end of strenuous personal efforts on the part of the Rev. David Harries to get a new building for his Church. Spurred by his efforts, his congregation raised over £3,000 towards the cost, and Admiralty granted £10,000 towards the building. Gifts also came from the Congregational and Baptist Churches, the Church of Scotland, the Methodist Church and the Church of England.

Private donations included one of £100 from Lord Rank. Many ships in the Far East donated money to buy pews in the new building.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troutbridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Liandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, and Agincourt.

No. 848 Naval Air Squadron commissions at R.N. Air Station, Culdrose on May 7.

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Civilians re-occupy Augusta: over 12,000 enter their homes in one day

DIFFICULTIES WITH ITALIANS

[Capt. Waight, the author of this series, had retired in 1929, but was called up for service at the beginning of the Second World War, becoming the Naval Officer in Charge, Ardrossan, Port Sudan and Tripoli, and then, in July, 1943, becoming Naval Officer in Charge, Augusta and Senior Naval Officer, Eastern Sicily. In the March issue he referred to the capitulation of the Italian forces, and the difficulties of co-belligerency.]

IN October, 1943, the declaration of co-belligerency brought many problems to heads of departments at the Augusta Naval Base. The Naval Control Service Organisation from Malta had settled in, the number of berths for ships of convoys had been increased, and the Senior Officer (Operations) felt that he had sufficient destroyers and escort vessels available for escort duties.

Instructions were then received stating that Italian torpedo boats, destroyers, and sloops, would relieve British escort vessels for duty with convoys, except for three British destroyers, which were to act as liaison ships between the commodore of the convoys, and the senior Italian naval officer, in command of the escort vessels.

While we were all determined to carry out our duties loyally, we did so with a sickening feeling in our hearts. It was difficult to conceal our feelings of dismay at the turn of events. Time soon proved that the Italians were fine-weather sailors. When heavy weather occurred, escort vessels ran for shelter, leaving the British commanding officer of the liaison destroyer to provide what protection he could for the ships in convoy. The British naval liaison officer on board the Italian escort vessels had a most unpleasant duty to perform.

A BITTER PILL

To add to our discomfort, Italian submarines were sent to Augusta for training purposes, and our Asdic system had to be disclosed. This was a bitter pill to swallow, especially as two of the submarines had originally been surrendered to me. The whole position was demoralising. However, by a supreme effort, we maintained our dignity, and did our best to create a cordial spirit in dealing with our late enemies.

By the end of October, a further inspection of the town was made by the medical authorities. The main drainage had been repaired; the water supply was good and electric power available, and it was decided to allow the civil population to return. The surrounding district had always appeared as deserted as the town, but at first light on the day fixed for

reoccupation a mass of humanity could be seen coming from all directions, using donkey carts, horse carts, hand trucks, boxes on wheels, bicycles, and many other forms of transport. By sunset, nearly 12,000 inhabitants had reoccupied their homes. Within a few days they had settled down. A few shops were opened, but with little to sell.

The naval personnel had been confined to the base, for nearly three months without opportunities for shore leave. Even so, there were few amenities in the town, and leave could be given to only a small percentage of the 2,000 men in the base, for Augusta had now become a drafting depot, in addition to its many other activities. Fortunately, synchronising with the return of the population, the railway to Catania, some 30 miles away, had been repaired, and it was possible to give leave to small groups from 0800 to 1600 to visit Catania, but this arrangement had its drawbacks.

OUTBREAK OF SMALLPOX

To add to our difficulties, a mild outbreak of smallpox occurred at the base which was quickly checked by mass vaccination.

October had been a very active month, fortunately free from air raids. Some 400 H.M. ships (which included landing craft, and control motor-boats) had entered and sailed from the harbour, 200 having a gross tonnage of 1,000,056 tons, plus 32,000 troops.

By early November, Augusta was rapidly becoming an Italian naval base. Two depot ships had arrived, with nine submarines, and additional destroyers, and corvettes, and a large number of Italian staff officers from Taranto. Their arrival produced another big problem. An Italian shore base had to be established, as their original base was fully occupied by

our own personnel. A large building on the water front was repaired, and the salvage party cleared away many small wrecks, which enabled small Italian vessels to be berthed near their base. An Italian Commander was appointed in "command," but I retained over-all authority for the port. Messing utensils were in short supply. The food consisted of Army rations, as supplied to British personnel, but they claimed that they had been fed much better by the Germans! This was also the claim made by the civil population. A feeling of dissatisfaction was ever present.

The various amphibious operations taking place along the west coast of Italy needed an ever-increasing number of landing craft, and, furthermore, a base was very much in demand for undertaking repairs and dockings. To meet this essential requirement, an all-out effort was made to rehabilitate Messina. The dock caissons and pumping station had been repaired, jetties cleared of rubble, electric power laid on from Catania, and the floating dock, which was operated by electric power, transferred from Augusta. Thus Messina became the central repair and refitting base for landing craft and other small vessels. The landing craft were in such great demand that when they could be spared for repairs, they arrived at Messina almost complete wrecks.

NAPLES CAPTURED

Naples, captured on October 1, was now the most forward naval base. The harbour and jetties had been seriously sabotaged and berthing facilities were handicapped for quite a long time.

With the planning of Operation "Overlord" (Normandy) the demands

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.,
R.N. (retd.)

on Augusta, as the convoy assembly port, increased considerably. Troops were being withdrawn from Italy to Augusta, where they were to be embarked for passage in convoy to the United Kingdom. These included the



Sunken and damaged ships in Augusta Harbour. These had to be raised and cleared by the Salvage Party in order to provide berths for Italian Naval Vessels. (Photo—Imperial War Museum)

famous 51st (Highland) Division. Whilst waiting for transport, the pipers marched from their camp and beat "Retreat" in the town square, in the late afternoon. This was always an inspiring sight which was watched by dense crowds of the population.

ROUGH JUSTICE

On one occasion, Italian naval ratings were in the crowd, and one of them made a rude remark to a British "Tommy" and spat in the direction of the arena. Trouble immediately arose. Some British naval ratings, together with the "Tommy" chased the Italians to the end of a jetty, forcing them to jump into the harbour. Thus the honour of the British Forces, particularly that of the 51st (Highland) Division was vindicated.

This action led to a vigorous personal protest from the Italian commander, who demanded severe punishment. I managed to convince him that his ratings initiated the trouble. So with a little face-saving action by each of us, the incident was allowed to pass.

Amenities for the combined forces had greatly improved. Visits of E.N.S.A. concert parties became more frequent, concerts were given in the amphitheatre, and attended by nearly 4,000 at each session. Among the artists were Gracie Fields and the late Leslie Henson.

Italian ratings dominated the town during the short leave periods, and frequent fighting occurred. As ratings began reporting to sick quarters, it soon became apparent that venereal disease was rampant, both locally and in Catania. In our efforts to encourage ratings to remain in the base, a wet canteen was established. Films were shown for two sessions nightly; educational and vocational training centres were set up, and health lectures were given by the base medical officer.

While these efforts were being made to protect British personnel from the feminine snares prevalent in the town, I was confronted by a demand for the local brothels to be made available for the use of Italians. I refused this, but my decision was overruled by the "powers-that-be" in Taranto.

DAY-TO-DAY WORK

Towards the end of November, Operation "Eureka" was carried out successfully. This entailed the disembarkation of 8,000 troops and embarkation of 16,800. The s.s. Luana (Italian), found damaged and abandoned at sea, was brought into harbour, repaired and discharged. A fire occurred at the oil-fuel jetty which destroyed a boat, with a number of Sicilians on board, three were injured, and a fourth drowned. S.s. Fort La Joie caught fire, burning for several days. The fire was finally extinguished and the jetty, the same club as the world famous soccer side, were the hockey in bonnets and after a hard and fast game, the Navy lost by 3 goals to 2. Notenenses club was also played at greckey, the score being 3-1 in their favour.

On Sunday, March 15, many of the boys of the A.T.O. fraternity went to the stadium to see the Local derby, when Benfica met Sporting. The game ended in a 2-2 draw. As the fight be imagined, a disallowed offside goal added considerably to the overall excited atmosphere of the crowd. Later that week, Manchester United were soundly trounced by Everton.

On Monday, March 16, N.A.T.O. units departed to set their various courses for home or other ports, after what had been a hectic, but memorable 5 days in Portugal.

An ammunition ship which had blown up at Bari had mustard-gas shells in the cargo.

Meanwhile very heavy fighting continued throughout December, demanding a large and continuous flow of ammunition and other equipment, whilst at the same time, the build-up for Operation "Shingle" (Anzio landings) was taking place.

TRIP TO MALTA

Early in December, my eyes became troublesome, and I had two minor operations at the General Army Hospital in Catania. Unfortunately, they became worse, and caused much pain. Just before Christmas, 1943, I wrote to Admiral Hamilton, Vice-Admiral, Malta, explaining my difficulty and suggested that he might think it advisable to arrange a relief for me. He answered my letter by sending his Beaufighter to Catania to take me to Malta for treatment.

This was indeed a very pleasant surprise. We touched down before sunset, and within half-an-hour I was examined by a specialist, who reported to Admiral Hamilton that he could bring a rapid cure. I remained at the Admiralty House for 10 days as the guest of Admiral Hamilton. My eyes improved considerably, and I was able to return to Augusta early in January, 1944. I had to wear dark glasses, but I was happy to feel that the infection had been halted, and the rest that I had, enabled me to return to duty refreshed in mind and body.

My buoyancy of spirit was lowered, however, by the news that six German planes had raided the port on New Year's Eve, and 12 Marines had been killed and 17 wounded.

ANZIO LANDINGS

Operation "Shingles" commenced on January 21, 1944. The landing on the Anzio beaches nearly became a disaster, but the beach-head was held, the Royal Navy again playing a very important part. In 14 days, landing craft had landed 20,000 vehicles and nearly 400 tanks, in addition to other equipment. The ports of Eastern Sicily were playing a great part—Augusta, convoy assembly, embarking and discharging personnel—Messina, docking and repairs to landing craft—Syracuse and Catania, ferry service, for Army personnel and equipment.

(To be continued)

NAVY HELICOPTER LANDS MEN ON REMOTE ISLAND

THE first helicopter landing on remote Leskov Island, in the South of the association and Shipmate's Wark, the area president, also welcomed the new branch.

Shipmates from Shrewsbury, Lichfield, Smethwick, Bloxwich and Wolverhampton were present and learned that it is hoped to recruit further members from near-by Bridgnorth and later on from the new town of Dawley.

Branch officials are Shipmate R. Owen (chairman), Shipmate Tooke (treasurer), and Shipmate K. Howard, of Enfield House, Broseley Wood, Broseley, Shropshire (secretary).

Commander G. R. Carver, O.B.E., R.N. (retd.), who retired from the Royal Navy in 1960 after 36 years' service, has been appointed Lay Assistant, a new post, to the Bishop of Guildford.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

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U.S. NAVY ASKS FOR STILL MORE SHIPS

FOR the forthcoming financial year, which begins on July 1, the U.S. Navy is seeking Congressional approval to build 53 new ships and to carry out seven major conversions. The programme, if approved, will include six nuclear hunter-killer submarines, 16 guided-missile escort ships, two nuclear submarine depot ships, 10 amphibious-warfare ships of various types and 10 motor gunboats. The last are being built in increasing numbers and last year two were delivered to the U.S. Navy by a Norwegian shipyard.

The Americans believe that coastal forces craft have a big part to play in operations such as those now going on in South Vietnam. They intend to use them to land raiding parties, saboteurs and espionage agents in areas otherwise controlled by Communist guerrillas. They realise that while the guerrillas may be all-powerful ashore they do not have command of the sea or even, in many cases, the rivers within their territory. Such craft are also ideal for preventing an enemy moving troops and supplies by water—an important factor in areas where roads are almost non-existent.

HUGE ARMED FORCES

By the end of the next financial year, June 30, 1965, the American armed forces will have available 32 Polaris missile submarines; 37 squadrons of Titan, Atlas and Minuteman intercontinental ballistic missiles; 21 wings of strategic bomber aircraft; 29 anti-aircraft missile squadrons, 40 fighter squadrons; 113 tactical aircraft squadrons; 24 aircraft carriers (including anti-submarine carriers, but not carriers in reserve); 27 nuclear hunter-killer submarines; 28 carrier-borne air groups; 16 Army divisions supported by 71 anti-aircraft and surface-to-surface missile battalions and 55 transport aircraft squadrons.

NEWS OF OTHER NAVIES BY DESMOND WETTERN

Naval manpower alone will show an increase of 8,000 to a total of 678,000 officers and men. The total strength of the Navy, Army, Air Force and Marine Corps will be 2,681,000.

SHIPS FOR MALAYSIA

Two of Britain's allies and Commonwealth partners in Asia are getting some important additions to their navies. Malaysia is to receive the frigate Loch Insh and three coastal minesweepers, the Hexton, Essington and Dilston. The Loch Insh will be a useful training ship and will also be well suited to work with the three British Lochs in the Far East. The addition of three coastal minesweepers will make up a squadron of four as another C.M.S. was transferred some time ago.

Pakistan is shortly to receive the American diesel-electric submarine Diablo. She will, presumably, be used for training Pakistan Navy units in anti-submarine warfare. India is be-

lieved to be trying to acquire some "Oberon" class submarines from Britain. Neither Pakistan nor India at present possess a submarine.

'THAW' AT U.S.S.R. BASE

At the Soviet Antarctic base called "Vostok" there was an unusual sight recently—a small party of American naval engineers known as Seabees. The Americans were erecting instrument towers for measuring cosmic radiation during the International Year of the Quiet Sun. Apparently the Russians agreed readily to the American request to erect the towers and, as an American naval spokesman put it: "the scientists working down there are 'kindred souls' because they are living under very trying conditions." Whether this Antarctic political "thaw" will extend elsewhere remains to be seen.

MEN WANTED FOR THE ROYAL FLEET RESERVE

EVERY year quite a large number of men leave the Royal Navy, and their experience is lost to the Service for ever, for, unless they had been on an engagement which entailed a period of service in the Royal Fleet Reserve on completion of the active part of their engagement, they could not join the Royal Fleet Reserve.

It has now been decided that men, excepting those discharged to pension, who leave the Navy, and have completed at least three years' service, may volunteer to enrol in the Royal Fleet Reserve for either three or five years, or to the age of 45 if that should be earlier. Men who have already left the Service, except pensioners, can also volunteer.

Men already serving in the Royal Fleet Reserve may also volunteer to re-engage in it for three or five years on completion of their current engagement.

Royal Fleet Reserve men are entitled to a retainer payment of from 1s. to 1s. 6d. a day, according to the rating held. There is a statutory provision for men to undertake training, but, as far as can be foreseen, they will not be required to undertake training. They are, of course, liable to be called into actual service in the event of an emergency of war.

Acceptance into the Royal Fleet Reserve will, of course, depend on vacancies existing in a particular branch, and on the candidate's suitability in all other respects.



Mr. D. J. R. Evans shows the bell of H.M.S. *Illustrious* to past captains of the ship. Left to right, Capt. R. L. B. Cunliffe, C.B.E., R.N., Vice-Admiral J. Hughes-Hallett, C.B., D.S.O., M.P., and Capt. K. A. Short, D.S.O., R.N.

Carrier's Captains at ceremony of laying-up of Battle Ensign

ACTS of heroism and great achievement were re-lived on March 9 in the City of London, at a lunch following the laying-up ceremony of the aircraft carrier H.M.S. *Illustrious* in the church of St. Mary Aldermary.

Attending the lunch, at which the host was Mr. D. J. R. Evans, chairman of the British Insurance Association, were the Lord Mayor of London (the Rt. Hon. Clement Harman), The Fifth Sea Lord (Vice-Admiral F. R. H. Hopkins) and three former captains of the warship, Vice-Admiral J. Hughes-Hallett, C.B., D.S.O., M.P., Capt. R. L. B. Cunliffe, C.B.E., R.N. (Retd.), and Capt. K. A. Short, D.S.O., R.N. (Retd.).

Few naval vessels could have had more distinguished men among their commanders than the *Illustrious*, 14 of whose signatures are recorded on the brass plaque beneath the ship's bell now proudly displayed in the British Insurance Association's offices in Aldermary House. At one time the First, Second, Third and Fourth Sea Lords—Admirals Mountbatten, Lambe and Edwards and Rear-Admiral Watson—were all former captains of the *Illustrious*.

The British Insurance Association adopted H.M.S. *Illustrious* in 1942, during London Warships Week and supplied cinema equipment, sports gear and other comforts for members of the crew. When she was broken up in 1956 the ensign was presented to the Association, and was hung in their former offices in Gresham Street. As the new offices in Aldermary House provide no fitting place in which to hang the flag, it was agreed with the Admiralty to lay up the ensign in the near-by church of St. Mary Aldermary. H.M.S. *Illustrious* was launched from the yard of Vickers-Armstrongs, Barrow-in-Furness, in 1939.

DISTINGUISHED WAR RECORD

Her war record is an outstandingly distinguished one. The most famous incident occurred in 1940 when her aircraft crippled the Italian Navy in Taranto, immobilising half the fleet, and proved for the first time the effectiveness of carrier-borne planes. H.M.S. *Illustrious* carried one fighter and two bomber squadrons at Taranto, and four surviving air crew of that action. Vice-Admiral Sir Charles L. G. Evans, K.C.B., C.B.E., D.S.O., D.S.C., Rear-Admiral H. R. B. Janvrin, D.S.C., Capt. J. De F. Jago, R.N. (Retd.), and Cdr. J. W. Hale, D.S.O., R.N., (Retd.), attended the lunch.

Early in 1941 she was attacked off Pantellaria by enemy dive-bombers and was hit three times. She managed to proceed to Malta under her own steam even though her steering gear was badly damaged. She took part in the Madagascar invasion and the Salerno landings, and served in the Indian Ocean, finally taking part in the invasion of Okinawa.

The ship was the fourth to bear the name. The first *Illustrious* built at Buckler's Hard in 1789, was lost by stranding in the Napoleonic Wars. Her successor was launched on the Thames in 1803 and took part in the famous attack on the French fleet in Basque

Roads under Lord Cochrane. The third *Illustrious* was launched in 1896.

Admiral Sir Denis Boyd, who was unable to attend the ceremony owing to absence aboard, was sent the following

telegram by the chairman of the British Insurance Association: "On the occasion of the laying-up of *Illustrious*'s battle ensign the former Captains Hughes-Hallett, Cunliffe and Short, together with the British Insurance Association, join with many other old shipmates in sending greetings and wishing you well on the occasion."

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Plymouth raises 1,000 dollars for charity

A VISIT to Hong Kong and operational duties along the Sabah Coast, have been the two most notable events in the past few weeks of H.M.S. Plymouth's commission. During the Hong Kong visit, the ship's company made a big impact on the colony's population by raising nearly 1,000 dollars towards a total of 56,000 dollars in a disc jockey programme for charity on Radio Hong Kong.

The programme had promised that if enough money was raised on one particular record the disc jockey would be hoisted to the top of the mast of the Hong Kong Hilton, 312 feet above street level. It was H.M.S. Plymouth's ratings rigged the bosun's chair and hoisted the unfortunate Mr. "Nick" Kendal up the mast at midnight. The ship illuminated the proceeding with a 20-inch signal projector from her berth alongside H.M.S. Tamar. The fund raising on this occasion was mainly the work of Able Seaman Beaumont.

Another charity project was assisted by Petty Officer Cook O'Callaghan and Able Seaman Scott. Some fortunate members of the ship's company

(including the Commanding Officer, Capt. D. G. Kent, R.N.) visited the Hong Kong studios of Shaw Brothers and met well known local actresses Lili Hua and Ivy Ling Po.

NIGHT IN A MONASTERY

Three separate outings were made by "Exped." parties to the island of Lan Tao, where a night was spent in a monastery by each of the parties.

During her recent patrol in East Sabah, H.M.S. Plymouth has been acting as hospital ship, troopship and maintenance ship. She worked, in combined operations against Indonesian infiltration, alongside other units of the Royal Navy, Royal Marines, Royal Malaysian Navy and Army.

H.M.S. WESSEX LOSES A STALWART

MR. David Butcher retires this month after 17 years as Senior Shipkeeper with the Solent Division. Entering the Royal Navy as a boy in 1912, he was drafted to H.M.S. Essex, and while serving on the West Indies station in that ship he received his "baptism of fire" at the bombardment of Vera Cruz.

He recalls seeing an American destroyer set her own quarterdeck alight through the degree of depression on her after guns when shelling the University College.

When serving in the Suez Canal in H.M.S. Bee he was sent ashore to assist in the landing of stores to the beaches of Gaza. Transferred to Mesopotamia, he arrived just after the capture of Kut-el-Amara, by which time he had been rated leading seaman. Just after he was 21, when serving in the 8th Flotilla at Plymouth, he was awarded his first good-conduct badge and became a petty officer.

GUNNERY PRIZE-WINNER

When H.M.S. Malaya "showed the flag" around the country after which she had been named, P.O. Butcher was on board, and afterwards he went to H.M.S. Excellent for a gunnery instructor's course, gaining the highest points for gunnery and winning the Commander Llewellyn Prize.

Mr. Butcher served as gunner's mate in the first commission of H.M.S. Nelson and later served as Chief Gunnery Instructor in H.M.S. Revenge.

Then, before being drafted to H.M.S. Barham during the Spanish Civil War, he became the gunnery instructor in charge of the petty officers' course in R.N. Barracks, Portsmouth.

BACK FOR THE WAR

He first went to pension in 1936, becoming landlord of a public house in Southampton, but he was needed again at the start of the Second World War, where his wide experience was immediately utilised for training, first in barracks and then at Malvern Training Camp in Worcestershire. Finally, in a repetition of his history, he took over the petty officers' course again. Before being demobilised his services were recognised with the award of the British Empire Medal.

Retiring from active service for the second time, Mr. Butcher decided that he was not yet ready to "swallow the anchor" completely, and he joined H.M.S. Wessex and Senior Shipkeeper, and now, after devoting 48 years of his life to the Royal Navy and the Royal Naval Reserve, he retires to his home at Woolston.

H.M.S. Centaur has arrived at Singapore to relieve H.M.S. Ark Royal.

H.M.S. KEPPEL VIEWS NEW ISLAND AT CLOSE QUARTERS

WHEN the new volcanic island first sprouted from the sea near the Westmann Islands, 25 miles south of the coast of Iceland, a ship of the Royal Navy's Fishery Protection Squadron, H.M.S. Duncan, was first on the scene, accompanied by an Icelandic gunboat.

The volcano has been active since November 1 last year and recently H.M.S. Keppel, another ship of the Fishery Protection Squadron, was in the vicinity. The island is now well established, being half a mile wide and 600 feet high. It continues to grow daily.

Smoke and steam pour forth continuously from the main crater, which is on the southern side of the new island. Every few minutes there is a spectacular eruption. This throws up great clouds of basalt ash to well over 1,000 feet. Above this the mushroom of dust and steam extends in a towering plume to 5,000 feet.

It is a most impressive sight, and as darkness falls it is possible to see sparks and red-hot particles being thrown out.

TRAWLER HELPED

Ships of the Fishery Protection Squadron are often called upon to assist trawlers in a spot of difficulty. Recently H.M.S. Keppel, while on patrol off Northern Norway, received a call from the trawler Kingston Peridot saying that her nets were caught round her propeller. The sea was too rough for diving operations, so the trawler was escorted to a sheltered bay in Fugloy Sound.

Two of the ship's divers, Sub-Lieut. P. V. Mitchell, R.N., and P.O.M.E. Seddon, found that the net was wound tightly round the propeller shaft. However, by sitting on the blades of the propeller, Sub-Lieut. Mitchell had no difficulty in cutting away the net.

The whole job was finished in half an hour, saving the trawler a considerable amount of time.

Fugloy Sound is not far from North Cape and, with the temperature well below freezing, the divers' main comment was that it was much warmer in the water than out.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 760434 D. B. Williams, JX 581631 J. A. Lomas, JX 581480 D. A. V. Bennett, JX 162221 L. Timmins, JX 760478 R. J. White, JX 159144 F. Hamilton, JX 900661 G. Cowan, JX 646095 C. W. Gaskin, JX 789071 R. J. Ward, JX 418340 L. J. H. George, JX 760216 B. P. Gregory, JX 858113 J. Imray, JX 815714 R. T. White, JX 836479 A. D. Lomas, JX 171795 C. Peacey.

To Master-at-Arms
MX 788564 R. Robinson, MX 819762 P. T. May.

To Chief Petty Officer Writer
MX 769178 D. Leonard, MX 670290 D. J. Cooper.

To Stores Chief Petty Officer (V)
MX 900938 R. E. Sutton.

To Stores Chief Petty Officer (S)
MX 84544 E. G. Elze, MX 832599 H. H. Hebbethwaite, MX 811212 W. G. Turner, MX 868107 D. Kirkup, MX 850504 C. R. J. Giles, MX 868382 A. R. Hebbidge.

To Chief Petty Officer Cook (S)
MX 855314 T. Bates.

To Acting Chief Engine Room Artificer
MX 90567 S. J. Buchanan, MX 835561 J. F. Bevan, MX 802289 G. F. Mace, MX 62879 S. M. Tilford, MX 60262 W. Alcock, MX 887811 A. J. Kellam, MX 842963 R. V. Smith, MX 592990 P. Butler, MX 54721 L. J. A. N. B. Watson, MX 902212 A. J. Batson.

To Chief Shipwright Artificer
MX 758874 R. D. Eccles, MX 857731 B. H. Rutherford, MX 85563 B. A. Mundy, MX 888777 R. Glover, MX 901606 K. J. H. Atfield, MX 888905 A. Brown, M 932007 G. E. Trace.

To Chief Engineering Mechanic
KX 775733 A. G. Welton, KX 891723 E. M. Sanderson, KX 908344 A. S. Gordon, KX 891352 T. Haresign.

To Acting Chief Electrical Artificer
MX 87687 P. J. Lightbody, MX 902469 M. G. Gienny, MX 777544 E. Rayner, MX 857582 D. G. Satherley.

To Acting Chief Ordnance Artificer
MX 888090 B. Jeffrey, M 928589 E. A. H. Hudson, MX 888831 E. J. Miller.

To Chief Radio Supervisor
JX 882877 J. Wilcox, JX 839726 K. G. Jackson, JX 613922 R. C. Sawyer, JX 660333 O. Eames.

To Chief Communication Yeoman
JX 836828 R. R. Foster, JX 889047 N. Whitlock, JX 371574 E. Knight, JX 760406 D. Brice.

To Acting Chief Mechanician
KX 862299 A. W. Pitts.

To Acting Chief Radio Electrical Artificer
MX 887798 R. J. Cook, MX 913766 M. J. Quinn.

To Chief Radio Electrician
MX 89567 S. J. Buchanan, MX 923946 S. Lacey, MX 893782 R. B. Bladen.

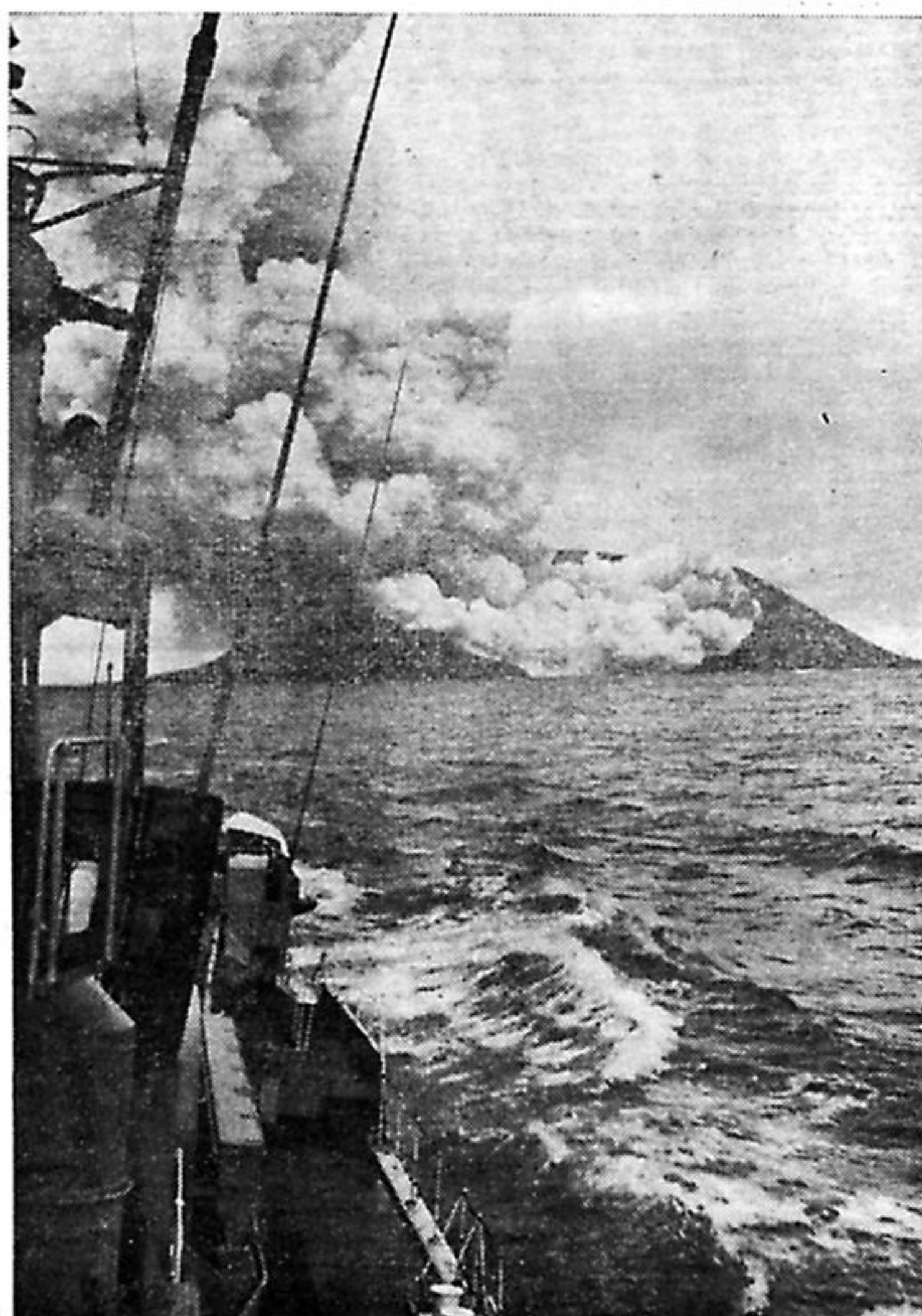
To Sick Berth Chief Petty Officer
MX 555645 D. Twigg, MX 887305 M. G. Harper, MX 64719 J. Rielly, MX 890996 D. Chilcott.

To Chief Wren (Regulating)
110529 J. E. Millard.

To Acting Chief Aircraft Artificer (AE)
L/FX 100952 C. N. J. Gilling, L/FX 669403 J. D. House.

Chief Air Fitter (AE)
L/FX 816689 P. J. Hawker.

Rear-Admiral P. D. Gick, C.B., O.B.E., D.S.C. and Bar, inspects R.N. Air Station, Culdrose, from April 6 to 9.



Clouds of basalt ash, smoke and steam emptying from the new island off the Icelandic coast



Sub-Lieut. Mitchell (right) talking to P.O.M.E. Seddon with the trawler Kingston Peridot in the background

Longest serving sailmaker is in the Far East

JUST re-engaged for his "sixth five" is Chief Sailmaker Frederick Pails, of H.M.S. Terror, Singapore, who is about to mark his 30th year of service in the Navy. He is now the longest serving sailmaker in the Service, having joined as a 15-year-old boy seaman in April, 1934.

He has twice before served in the Far East, the first time being in 1935, the year after he joined the Navy, when the Fleet was known as the China Fleet, serving under the present Flag Officer Commanding-in-Chief's father.

Asked why he liked being a sailmaker, he explained that it was the variety. Since he joined the Navy he has worked on upholstery, carpets, curtains, loose covers, gun covers, awnings and telescope bindings. And sails, of course, but he added that after 30 years in the Navy he still has not had time to do any sailing to find out what happens to the sails once he's made them.

WIFE TO JOIN HIM

Born and educated in Rugby, where



Ch. Smkr. F. PAILS

his mother still lives, Ch. Smkr. Pails is expecting his wife and 15-year-old daughter, from Warlington, Havant, to join him in Singapore shortly.

During the war he sailed in Russian and Atlantic convoys, and took part in the North Africa, Salerno and D-Day landings.

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DRAFTING FORECAST (cont'd)

(Continued from page 2 column 5)

H.M.S. Iveston (C.M.S.), September, at Devonport. Home Sea Service, 1st M/H Squadron. U.K. Base Port, Rosyth.

H.M.S. Appleton (C.M.S.), October, at Bahrain. Foreign Service, Middle East 9th M/S Squadron. (E.)

H.M.S. Flockton (C.M.S.), October, at Bahrain. Foreign Service, Middle East 9th M/S Squadron. (E.)

H.M.S. Chilcompton (C.M.S.), October, at Bahrain. Foreign Service, Middle East 9th M/S Squadron. (E.)

H.M.S. Parapet (L.C.T.), October 16th, at Bahrain. Foreign Service Middle East. Amphibious Warfare Squadron. (F.)

H.M.S. Eskimo (G.P. Frigate), October 21, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B.)

H.M.S. Palliser (A.S. Frigate), October 27, at Rosyth for trials. Home Sea Service. January 5. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Hubberston (C.M.S.), October, at Chatham. Local Foreign Service. 6th M/S Squadron. (E.)

H.M.S. Londonderry (A.S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November 18, at Portsmouth. General Service Commission. Home/East of Suez/Med. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Kemerton (C.M.S.), November, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron. (E.)

H.M.S. Sheraton (C.M.S.), November, at Portsmouth (tentative date). Local Foreign Service 6th M/S Squadron. (E.)

H.M.S. Gurkha (G.P. Frigate), December, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B.)

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials. General Service Commission. February 19, 1965. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Triumph (Repair Ship), December 31, at Portsmouth. Commis-

sions. Types of service—under consideration. Far East. (C.)

H.M.S. Hampshire (G.M. Destroyer), January, 1965, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Rhyll (A.S. Frigate), January, at Portsmouth. General Service Commission (Phased). Home/Med./Home/East of Suez. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth. (A.)

H.M.S. Lowestoft (A.S. Frigate), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C.) (A.)

H.M.S. Diamond (Destroyer), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. Div. Ldr., 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C.) (A.)

H.M.S. Salisbury (A.D. Frigate), January, at Devonport. General Service Commission (Phased). Home/Med./Home/East of Suez. 23rd Escort Squadron. U.K. Base Port, Devonport. (A.)

H.M.S. Barrosa (A.D. Conversion), January, at Singapore, for Foreign Service (Phased). Far East. 24th Escort Squadron. (A.)

H.M.S. Striker (L.S.T.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B.)

H.M.S. Bastion (L.C.T.), February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F.)

H.M.S. Loch Fada (A.S. Frigate), February, at Singapore. Foreign Service (Far East) (Phased). 26th Escort Squadron. (A.)

H.M.S. Ulster (A.S. Frigate), February, at Devonport. For trials. Home Sea Service. April. 17th Frigate Squadron. U.K. Base Port, Devonport. (Dates tentative.)

H.M.S. Naiad (A.S. Frigate), February, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Devonport.

Ill-health causes resignation of president

BECAUSE of ill health the president of the Royal Leamington Spa Branch of the Royal Naval Association, Capt. C. A. N. Chatwin, D.S.O., R.N., has resigned from the office, a resignation which was accepted with great regret by the shipmates at the recent annual general meeting.

Surg. Lieut.-Cdr. J. C. Basil Jones, R.N.V.R., the senior vice-president was elected president at the meeting and other changes were. Shipmate A. Woodward (secretary), Shipmate T. Nicholson (treasurer), Shipmate K. Cheshire (welfare officer) and Shipmate A. Frost (publicity officer).

When the annual dinner was held on March 21, the chief guest was Rear-Admiral S. A. Pears, C.B.E., who was "piped on board" and, with other guests, passed through a guard of honour provided by the local Sea Cadet Corps Unit.

The branch chairman, Shipmate G. Beckford read a letter from the Queen thanking the branch for their loyal greetings and the branch chaplain, the Rev. E. J. C. Haselden, M.A., R.N., asked the company to remember Fallen Shipmates with special reference to the late Shipmate G. Young, National Council member, who gave the branch such loyal service.

'A SUCCESSFUL YEAR'

"A VERY successful year" was the summing up of Shipmate R. Skedge, chairman of the Dartford Branch of the Royal Naval Association, at the recently held annual general meeting.

During the year the branch enrolled eight new members but suffered great losses in Shipmate "Jack" Lee, who was "mine host" to the branch, and life vice-president, Shipmate "Ernie" Collier, a founder member of the branch.

Capt. F. L. Millns, C.B.E., D.S.C., R.N., was elected president of the branch. The only other change in the senior officers is a new secretary, Shipmate J. Brett.

The branch's annual dinner and dance is to take place on April 18 and the social secretary has organised a visit to the Royal Tournament on July 10. Visits to other branches are also being arranged.

Dartford Branch still meets at The Plough, in Lowfield Street, Dartford, on the second and fourth Mondays of each month and members from other branches are always sure of a welcome from the Dartford shipmates.

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Services expedition to retrace steps of famous Antarctic explorer

THE first attempt to retrace the route followed in 1916 by Sir Ernest Shackleton and two companions in their crossing of South Georgia after an epic open boat voyage will be made by a combined Services expedition, the most ambitious to leave Britain since the end of the war.

Scientific work in several fields is to be undertaken by the expedition, whose ten members have been selected from hundreds of volunteers from the Navy, Army and Royal Air Force. In five months on the Sub-Antarctic island, they are to explore a still unexplored mountain range, make an attempt on two major unclimbed peaks and carry out important survey work.

Led by Lieut.-Cdr. Malcolm Burley, R.N., the party is made up of three men from each of the Services with a Naval doctor. The Deputy Leader is S/Ldr. Anthony H. Back, A.F.C., M.A., R.A.F. The party will fly to Uruguay in October and will be transported to South Georgia from the Falkland Islands in H.M.S. Protector, the ice patrol ship in which Lieut.-Cdr. Burley made two visits to Antarctica.

INCREDIBLE CROSSING

From lengthy research in documents of the period, it has been possible to plot the most probable course, still the subject of academic dispute, taken by Sir Ernest Shackleton in traversing the island. When his ship, the *Endurance*, was crushed in the ice in the Weddell Sea, he sailed with a crew of five in a whaler from Elephant Island in the South Shetlands groups in Antarctica to South Georgia to organise help.

The passage involved incredible hardships and a landing was eventually made in King Haakon Bay on the south-west coast. With two of the men, Sir Ernest then set out to cross to the whaling stations on the other side of the island. A biographer has described the journey as "a miracle of mountaineering." Ill clad, with little food, and equipped with little more than a length of rope and a carpenter's adze, they eventually stumbled into the whaling base at Stromness.

The crossing of South Georgia forms only the first part of the 1964-65 Combined Services Expedition. Afterwards, using dumps of stores and equipment previously established, they are to undertake scientific tasks in the little known Allardye Range and make an assault on several unclimbed mountains there, including Mount Paget, highest peak in South Georgia.

SURVEY WORK

Particular importance is attached to survey and geological work in the Royal Bay area, furthering research carried out in this locality more than 80 years ago by the German International Polar Year Expedition of 1882-83, the first exploratory expedition ever to visit the island. Although one member of next winter's party is an expert surveyor and two others have received training in surveying, all members of the expedition will co-operate in this work.

Zoological and ornithological research includes work connected with the distribution of various species of penguins and seals, while the mosses and lichens of South Georgia will also be the subject of a special report by the expedition, which will spend seven months away from the United Kingdom.

Lieut.-Cdr. Burley (36), the leader has previously led expeditions to Arctic Norway and Antarctica. S/Ldr. Back, the deputy leader, (33), was born in South Africa and joined the Royal Air Force in 1953, gaining the A.F.C. for his work as a Flight Commander of a Hunter Squadron in Germany.

Lieut. S. H. Down, R.M. (24), has, for the past ten months, been flying Whirlwind helicopters from the Commando Ship, H.M.S. Albion, in the Far East.

Another Royal Navy member of the expedition is Control Artificer P. Langdon (25), who has climbed with the R.N. Ski and Mountaineering Association in Switzerland, Wales, Skye and the Lake District.

The medical officer of the party is Surg. Lieut.-Cdr. K. J. Martin, R.N. (36), who entered the Royal Navy in 1952.

CLIMBERS AND SKIERS

The other members of the expedition are Snr. Aircraftman J. R.



The leader of the Combined Services Expedition, Lieut.-Cdr. M. Burley, R.N.

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25/- one dozen
45/- two dozen

Plus 2/- each order for Packing and Carriage

During latter period rose season is coming to an end and, whilst all orders for roses will be executed if possible, carnations may have to be substituted.
PLEASE NOTE: From January 1st to March 31st roses are not in production, but CARNATIONS ARE AVAILABLE AT ALL TIMES. Complete the coupon provided and send it with your remittance and your personal message for the recipient.

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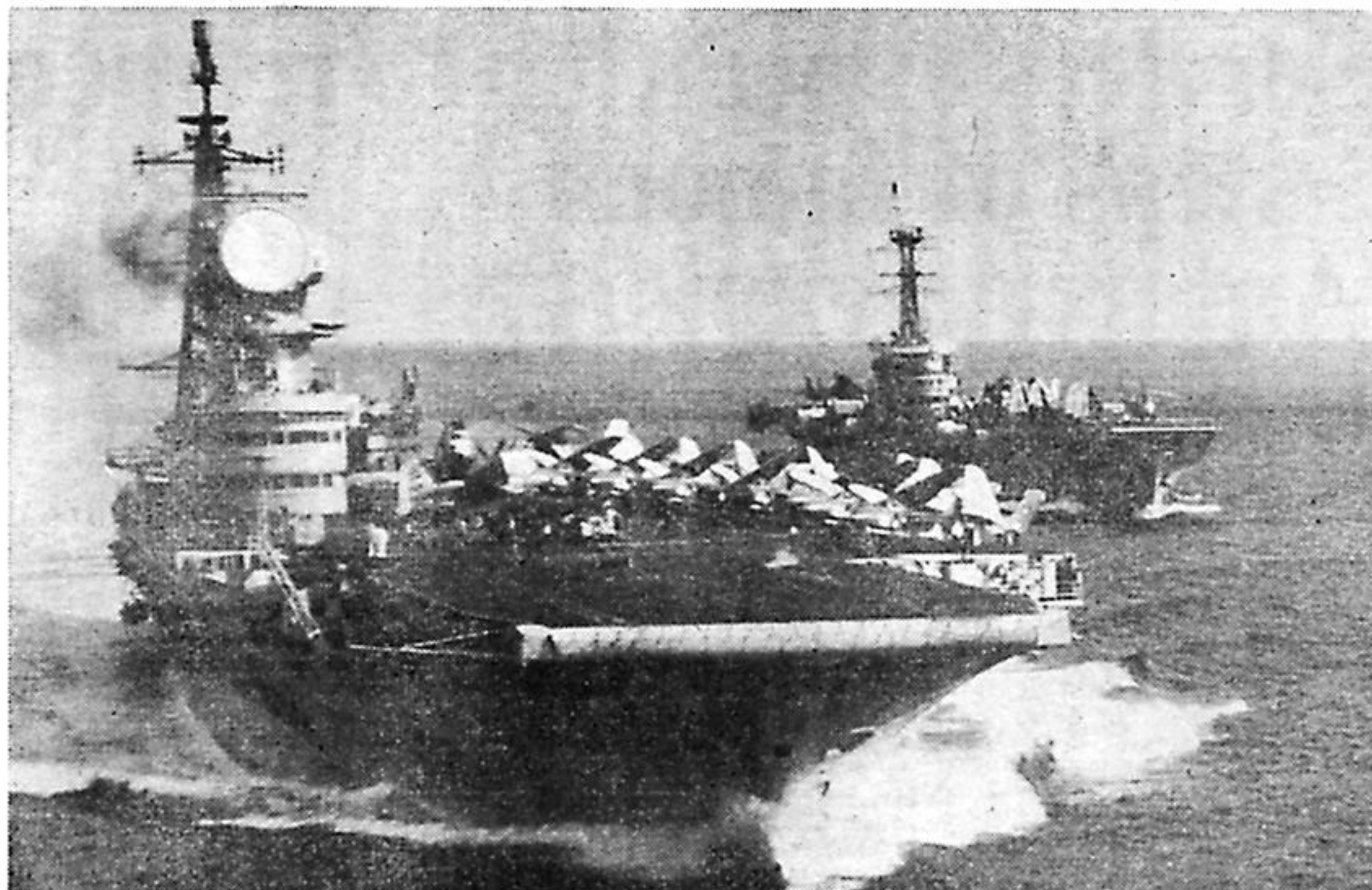
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Victorious near 50,000 mile mark

SINCE leaving Portsmouth last August for service in the Far East, H.M.S. Victorious (Capt. P. M. Compston, R.N.) has steamed 42,000 miles on her normal peace-time duties, and these have taken her to Aden, Singapore, Hong Kong and the Philippines as well as Mombasa and Dar-es-Salaam. During this time her aircraft, including 801 Squadron, the first front-line squadron of Buccaneers, have been in regular operation.

Recently the carrier has been employed in support of operations in East Africa. Arriving in Mombasa after a high-speed passage from Gan, in the Indian Ocean, the ship was immediately dispatched south to Dar-es-Salaam, Tanganyika, to embark 45 Commando, Royal Marines, who had carried out the disarming of the Tanganyika Rifles a few days earlier. For 10 days, until the arrival of the commando ship H.M.S. Albion, Victorious acted as a commando ship, with men of the Commando using hangar, quarterdeck and forecabin as temporary accommodation. Their vehicles turned the flight deck into a car park.

In addition to the Royal Marines there was a small contingent of the Loyals equipped with Ferret scout cars, and, just to make the tri-Service effort complete, two R.A.F. Belvedere helicopters were also embarked to supplement 814 Squadron's helicopter lift.

After transferring the "visitors" to the more suitable habitat of the

"proper" commando ship, H.M.S. Albion, Victorious returned to Mombasa for a delayed maintenance period.

HIGH-SPEED PASSAGE

Another high-speed passage across the Indian Ocean at 26 knots in order to arrive in Northern Malaya in time for the beginning of the large Commonwealth Naval Exercise Jet on March 1. It was on this day that the Flag Officer Second in Command Far East Fleet, Vice-Admiral J. P. Scatchard, C.B., D.S.C., rehoisted his flag in the carrier and took command of the combined Jet fleet. The Indian Navy was particularly strongly represented in this exercise, its force being headed by the aircraft carrier I.N.S. Vikrant with her Seahawk and Alize aircraft.

An interesting feature of the Exercise Jet was that the atmosphere was particularly conducive to grumbling appendixes. This called for some smart Commonwealth co-operation on the

H.M.S. Victorious and I.N.S. Vikrant at speed during Exercise 'Jet'

part of the surgical team of H.M.S. Victorious, which removed no fewer than three appendixes in nine days. The patients, Sub. Lieut. K. Clements, R.A.N., from H.M.A.S. Parramatta, and A.B. J. Marlow, from H.M.N.Z.S. Taranaki, were transferred by jackstay for operations in H.M.S. Victorious without hindrance to the flying operations or the exercise.

In addition, N.A. R. Wellburn, of H.M.S. Victorious, was successfully "done."

SURGEONS BUSY

The surgical team has had a busy time, for in the seven months of the commission so far, no fewer than 100 general anaesthetics and 46 local anaesthetics have been administered for the purposes of surgery. These numbers include two successful emergency operations needed as a result of serious accidents on the flight deck. Small wonder that the sickbay queue dwindles.

The operation of aircraft at sea is sometimes hazardous, but only one aircraft, a Wessex helicopter, has been lost, and this loss took place early in



A recent photograph of H.M.S. Victorious, 35,500 tons (full load). Built by Vickers-Armstrongs, (1937-1941), the carrier was virtually rebuilt between 1950 and 1958

Name of ship of 'scrap iron' flotilla maintained

THE third of the Royal Australian Navy's newest anti-submarine frigates is now serving with the fleet, having finished her sea trials after being commissioned last June. She is H.M.A.S. Stuart and perpetuates the name of the war-time destroyer in what the enemy termed the R.A.N.'s "Scrap Iron Flotilla." That Stuart will be remembered by the Mediterranean destroyer men of the early thirties as the leader of the Second Destroyer Flotilla, which was transferred to the R.A.N.

The Australian Naval Board received many requests from ex-navalmen's association for a warship to be named after the original Stuart, whose exploits had made a legend of the enemy's derisive title. In addition to perpetuating her name, there is a link with a small town in the Northern Territory and a river in Queensland.

The new H.M.A.S. Stuart, of 2,700 tons (full load), capable of over 30 knots, is the third of four advanced

frigates ordered from Australian shipyards. Two of the ships, the Parramatta and Yarra, are already serving with the fleet, and the fourth, Derwent, is nearing completion.

Stuart is equipped with the latest devices for seeking and attacking submarines including a guided-missile system, developed by Australia, the Ikari. She is fitted with two 4.5 dual-purpose guns and there is provision for "Seacat" close-range surface-to-air weapons.



H.M.A.S. Stuart (2,700 tons, full load), the anti-submarine frigate is generally similar to the Rothesay class Royal Navy frigates, but modified to suit Royal Australian Navy requirements



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the commission off Aden. Pilot and crew were slightly injured, but were flying again within a few weeks.

An unhappy accident occurred on deck in January when Naval Airman Ricketts was crushed by a cockpit cover accidentally closing on his chest. An emergency operation was carried out on board before he was flown ashore to the British Military Hospital in Singapore. Here, after some initial anxiety, he made good progress. His family were kept informed throughout and the rating's father was flown out to see his son in the early days. Today he is well on the way to making a good recovery.

A NEW 'FIRST'

There is still some time before the end of the ship's present commission, but already it is expected that Victorious will record a new "first" for a large fleet carrier later in the year when she is to be recommissioned by air on the Far East Station. This will involve a massive two-way airlift to change round practically the whole of the ship's company.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Charles Madden, Bt., K.C.B., Commander-in-Chief, Home Fleet, visited Chatham on April 1.

Rear-Admiral H. C. Martell, C.B., C.B.E., the Admiral Commanding Reserves inspected the Solent Division, R.N.R. on March 9. The Director of the Women's Royal Naval Service also visited the Division on March 12.

Rear-Admiral D. C. E. F. Gibson, D.S.C., is to be the Flag Officer, Naval Flying Training in succession to Rear-Admiral P. D. Gick, C.B., O.B.E., D.S.C., the appointment to take effect in July, 1964.

Commandant Dame Jean Davies, D.B.E., A.D.C., W.R.N.S., Director of the Women's Royal Naval Service, officially opens the new Wrens Quarters at R.N. Air Station, Brawdy, on April 9.

Captain I. L. M. McGeoch, D.S.O., D.S.C., R.N., has been appointed President, Royal Naval College, Greenwich, in the acting rank of Rear-Admiral in succession to Commodore D. K. Buchanan-Dunlop, D.S.C., R.N., the appointment to take effect this month. Captain McGeoch will be confirmed in the rank of Rear-Admiral on July 7, 1964.

Captain M. P. Pollock, M.V.O., D.S.C., R.N., has been appointed to be Assistant Chief of Naval Staff in the acting rank of Rear-Admiral, in succession to Rear-Admiral P. J. Hill-Norton, C.B. The appointment took effect in March. Captain Pollock will be confirmed in the rank of Rear-Admiral on July 7, 1964.

Captain W. D. O'Brien, D.S.C., R.N., is to be promoted to Rear-Admiral to

date July 7, and to be Naval Secretary in succession to Rear-Admiral J. O. C. Hayes, O.B.E., the appointment to take effect in July, 1964.

Captain P. N. Howes, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 7, 1964, and to be Flag Officer, Middle East, in succession to Rear-Admiral J. E. Scotland, C.B., D.S.C., the appointment to take effect in August, 1964.

Rear-Admiral R. A. J. Owen, C.B., is to be placed on the Retired List to date April 4.

Instructor Captain V. Lamb, B.Sc., R.N., has been appointed a Naval Aide-de-Camp to the Queen from March 1, in succession to Instructor Captain H. E. Dykes, B.Sc., Ph.D., M.I.Mech.E., R.N.

H.M.S. Mohawk (Capt. I. G. W. Robertson, D.S.C., R.N.), makes her first visit to Chatham, her base port, on April 16 for routine maintenance and to give leave. A "Tribal" class frigate, the ship will sail to join up with her squadron in the Middle East on completion of leave.

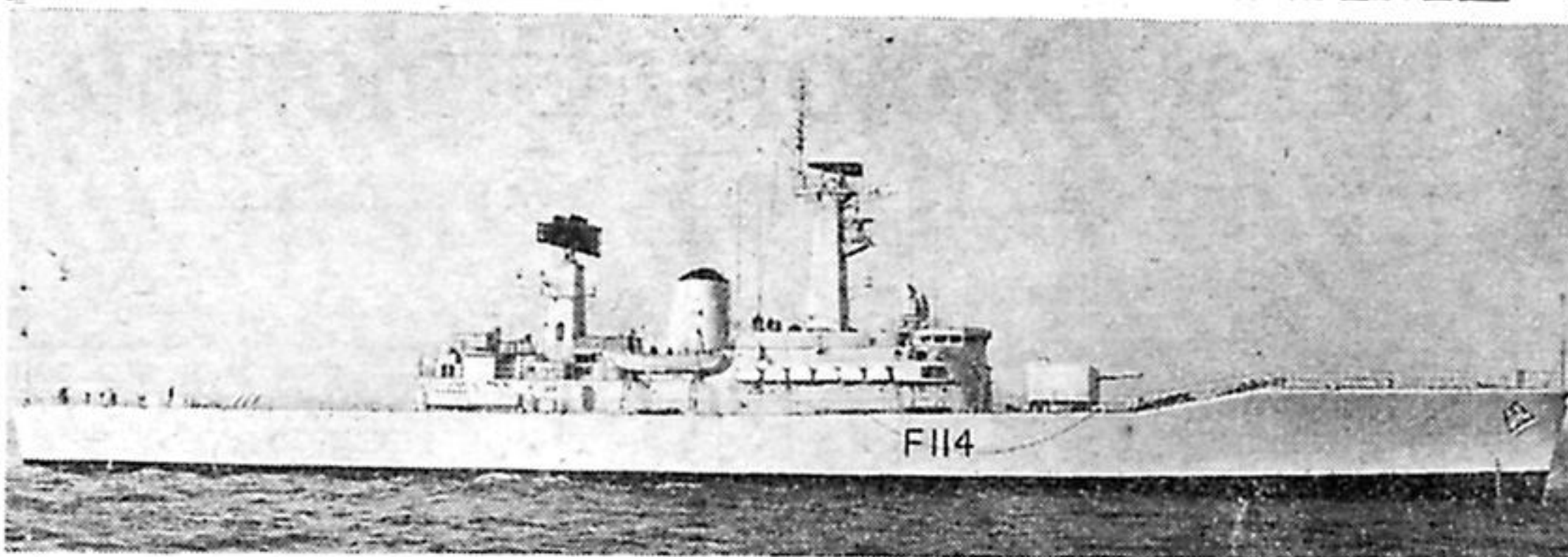
H.M.S. Brighton (Cdr. A. J. Cooke, R.N.), arrived at Chatham on March 31 for routine maintenance and to give leave. A frigate of the "Rothesay" class, Brighton will sail for the Mediterranean on completion of leave.

H.M.S. Whirlwind (Cdr. J. Benson, R.N.), arrives at Chatham on April 17. After routine docking and leave she sails for the West Indies.

Mr. E. J. Braybrook has been appointed Director of Stores with effect from April 1, in succession to Mr. F. C. Wilkins, C.B., who retired on March 31, 1964.

Mr. H. T. Bishop, O.B.E., who has been General Secretary of the Navy League for 32 years, has retired.

HOLDER OF A FAMOUS NAME



A recent photograph of H.M.S. Ajax (Capt. The Hon. D. P. Seeley, R.N.), which was commissioned on December 11, 1963. A "Leander" class General Purpose Frigate, (2,800 tons, full load), with a complement of 262 officers and men, Ajax was built by Cammell Laird & Co. Ltd., at Birkenhead between October, 1959 and December, 1963. Her predecessor in the Royal Navy was, of course, the cruiser Ajax, (7,000 tons), which took part in the historic action which ended in the scuttling of the German pocket battleship Admiral Graf Spee at the entrance to Montevideo Harbour on December 17, 1939.

Netherlands ship visits Chatham

AFTER spending three days visiting London the Netherlands ship Snellius, a sloop type surveying vessel, 1,538 tons (full load), (Lieut.-Cdr. F. Brabander, R.Neth.N.), with the Hydrographer of the Netherlands Navy, Capt. W. Langeraar, R.Neth.N., on board, paid a routine visit to Chatham, March 23 and 24.

The ship's arrival was watched by Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, the Flag Officer Medway and Admiral Superintendent, Chatham.

The programme arranged for the ship's company of Snellius included a luncheon party in the Petty Officers' Mess of H.M.S. Pembroke, a social evening in the Chief Petty Officers' Mess and a dance in the Pembroke Club, together with a soccer match.

H.M.S. Manxman now 'The Grey Ghost'

H.M.S. Manxman (Capt. the Hon. H. T. V. Stopford, R.N.) is in danger of assuming H.M.S. Albion's nickname of "The Grey Ghost of Borneo." She is yet again on patrol looking after her coastal minesweepers doing such valuable work in Sarawak. After three weeks of Tawau, Eastern Sabah, she returned to the base and within a few days was back heading for Kuching. Off Tawau, she has been carrying out the monotonous but nevertheless necessary duties of guardship, on the alert for Indonesian infiltration by sea.

She has been helping in the support of Tawau Assault Squadron, a motley collection of craft manned by the Navy in the river complex around the area. There was, however, time for occasional relaxation on the golf course at Tawau.

Recently the ship presented the Manxman Crest (The Legs of Man) to the Service's China Fleet Club, Hong Kong, and her visit will be remembered by the Colony for another reason. During her stay she broke all

previous records by providing over half-a-million gallons of fresh water from the ship's evaporators.

SHIP'S DOG DIES

February was marred for the ship's company by the death of the ship's dog, "George" was always first ashore in his special dog-coat Manx uniform with the ship's postman. He fell overboard and died, despite the efforts of Leading Seaman P. A. Fisher, who jumped in to rescue him.

Visits by submarines

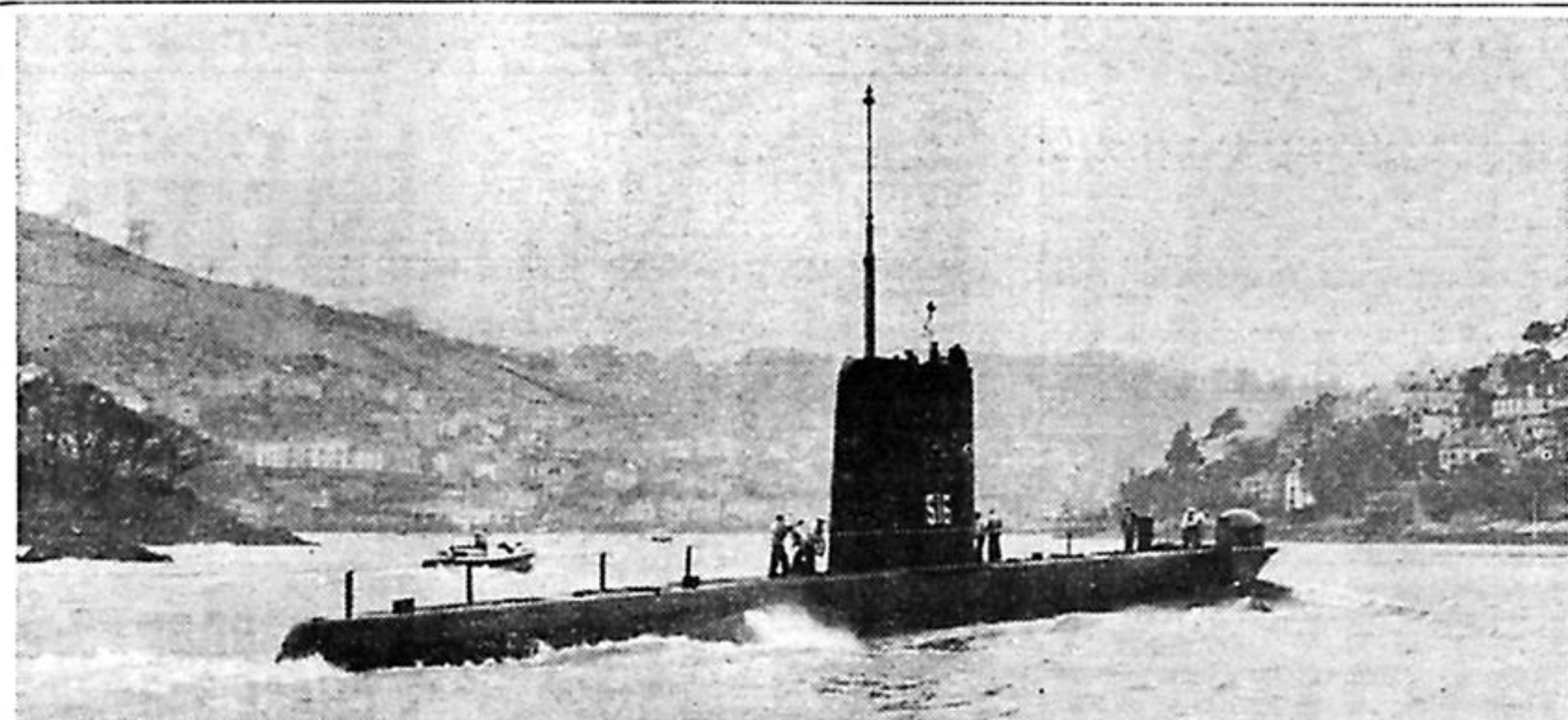
H.M. Submarines are to visit the following places on the dates shown—

Olympus—Oban—April 22 to 27.
Onslaught—Falmouth—April 24 to 27.
Totem—Aabenra (Denmark)—April 30 to May 5.
Odin and Token—Rouen—April 30 to May 5.
Excalibur and Minstrel—Cork—May 7 to 11.

H.M.S. Kent



H.M.S. Kent, undergoing Arctic trials off Northern Norway



Oracle visits Dartmouth

H.M.S. Oracle (Lieut.-Cdr. J. B. Hervey, R.N.) visited Dartmouth from February 26 to March 4. Two hundred cadets and other officers

under training were taken to sea to witness the submarine diving, snorting, carrying out attacks, and the operation of detection equipment. In addition many other officers looked round the ship each evening. Parties of Sea Cadets and Merchant Navy apprentices also visited the submarine.

The ship's company appreciated the splendid soccer, swimming and sailing facilities made available by the Britannia Royal Naval College. A match was played against Beatty Division soccer team, and, although this resulted in a 3-1 defeat for the submarine, honour was at least partially restored when it was learned that the opponents had fielded eight physical training instructors. Altogether it was a most enjoyable week.

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Men of Fishery Protection Squadron must be Divers, Doctors, Diplomats, as well as Seamen

ONCE COMMANDED BY NELSON

MEN who may be called upon to furnish from among their numbers divers, doctors and diplomats may fairly be called adaptable characters even in the Royal Navy. Yet these are but a few of the roles which the officers and ratings of H.M. Fishery Protection Squadron may be called upon to play, and all within the space of a few days or even a few hours.

This squadron, which once sailed under Nelson and to this day ranks as probably the least-publicised unit of the fighting fleet, keeps an unceasing, night-and-day patrol at every season of the year on the fishing grounds of the North Atlantic.

The Fishery Protection vessels number ten. Their "flagship" is H.M.S. Duncan, a frigate commanded by Capt. R. J. Trowbridge, R.N. There are three other frigates under Capt. Trowbridge's command, four minesweepers and two coastal minesweepers.

In these days of limit limitations, the friendly "shadow" of a British frigate has become a reassuring presence to every distant water trawler, fishing off Iceland, the Norway coast, Bear Island, Spitzbergen, and in the Barents Sea, as well as to the Near and Middle Water vessels off our own coast and those of Faroe.

Let us take their functions in the order stated:

They are "divers" because on countless occasions their experts have descended into the icy depths to free a trawler's propeller from a warp which has fouled its motion.

They are "doctors" because their sick bays are always at the call of trawlermen who have fallen ill or been injured during the long days and nights of winter-and-summer fishing within the Arctic Circle, and have thereby saved many lives.

They are "diplomats" because on countless occasions their dispassionate counsel has been sought by British deep-sea skippers and Icelanders alike to give judgment on whether or not a

trawler has been fishing within the Icelandic or Norwegian fishery limits; and often their timely assistance has been the means of saving a costly and time-consuming series of proceedings in the courts.

'BOX' AREA

During the Icelandic limits dispute—christened by the British national newspapers the "Cod War," their services were continually at call. Those were the days when a frigate might find herself at one extremity or another of the "box" area which she was required to patrol while her distressed charge was at the other.

Let us have a glance at history. The requirement for armed supervision of fisheries round the shores of the United Kingdom was first established in the early Middle Ages. About the year A.D. 680, the herring fishery of Great Yarmouth was established. In addition to disputes with other maritime European countries over the rights to fish the herring shoals, the armed vessels fought pitched battles and unfortunate foreign fishermen were termed "pirates" and some of them were hung from gallows erected on the Cross Sands off Yarmouth.

An attempt was made by Edward III

to define the limits between the Yarmouth and Lowestoft grounds. Later, in 1482, Edward IV invested certain officials with naval powers to protect fishermen. All who took advantage of this protection bore a fair share of the cost. This arrangement was repeated in the reigns of Richard III and Henry VII.

'WAFTING'

After the institution of the Royal Navy, such protection as was afforded the fisheries became the duty of that Service, but it does not appear to have been systematically organised. The first record of any naval protection appears in the year 1575, when Yarmouth petitioned the Lord High Admiral for a small bark or two to watch the herring fishery men and offered a portion of the "doles" therefore.

A wafting ship was sent to carry out the patrol, and for this service the Admiralty was paid the sum of £100 by the town of Yarmouth.

The protection given by the Royal Navy appears, however, to have been somewhat spasmodic, as it is recorded that in 1659 Yarmouth again fitted out its own fishery protection ship. It has been described as a man-of-war and was stationed at Corton Roadstead with a crew of 25, armed with swords, half-pikes, muskets and a supply of large stones.

Towards the end of the 15th century, deep-sea trawling began off Iceland and even off Greenland. It is recorded that fishermen sailed from Lowestoft and Yarmouth under a Captain Allen.

In 1689 H.M.S. Saffine was on duty and by 1696 four ships—Garland, Winchelsea, Mermaid and Bedford—were employed on patrol.

PAYMENT

During the reign of George III, the Scottish fishing industry also pressed for a vessel of their own and offered an annual payment of £100 for the service; they were granted their wish. This annual payment is still made to the Scottish patrol ship of the R.N. Fishery Protection Squadron.

Centurion did a two-year spell on patrol in 1772 to 1774 and the Albemarle under the command of Nelson, was on duty from 1781 to 1782. In addition to their fishery protection duties, the ships employed off East Anglia had to prevent "cooping" and "smooching."

The present Fishery Protection Service may be said to commence with the passing of the Sea Fisheries Act of 1843, which gave effect to certain regulations drawn up for the guidance of British and French fishermen in the sea between the two countries, in pursuance of a convention concluded in 1839.

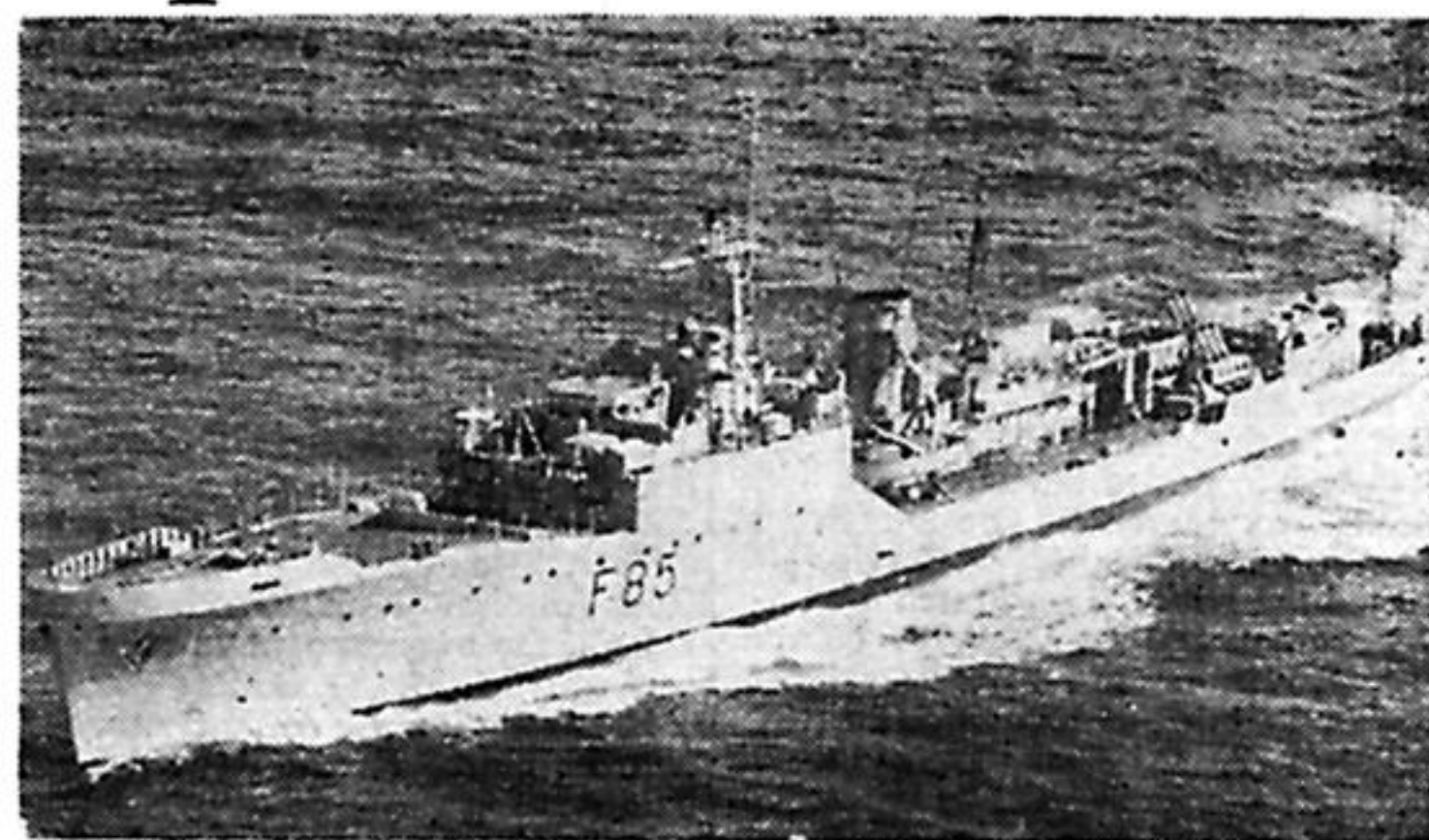
After the 1939-45 War the Squadron was re-formed and consisted of a frigate, H.M.S. Stork, and five minesweepers. Stork was later relieved by H.M.S. Cygnet but, early in 1951, the frigate was replaced by a sixth minesweeper. The names: Coquette, True-love, Welcome, Wave and Romola. In addition, two M.F.Vs, Watchful and Squirrel, were employed in the Channel to watch for poachers. The squadron has had various bases—Lowestoft, Hull, Portsmouth and, finally, Port Edgar in Scotland.

In 1958, the squadron was re-formed and based at Port Edgar. The minesweepers were paid off and replaced by four frigates—H.M.S. Duncan (the Leader), Malcolm, Keppel and Exmouth—four minesweepers—H.M.Ss. Belton, Soberton, Wasperton and Wotton and two inshore minesweepers—H.M.Ss. Watchful and Squirrel. The last two take their names from their predecessors which were M.F.Vs. and mine-sweeping motor launches.

The frigates normally patrol Iceland and Norwegian waters, the coastal minesweepers patrol home waters of the United Kingdom and the inshore minesweepers are employed in the Channel.

AFLOAT

All ships of the squadron are administered by the Flag Officer, Scotland and Northern Ireland, with headquarters at Pitreavie, Fife, but for fishery protection duties, they work directly with the Ministry of Agriculture, Fisheries and Food, the Department of Agriculture and Fisheries for Scotland and the Admiralty.



H.M.S. Keppel, a "Blackwood" class anti-submarine frigate, employed in the Fishery Protection Squadron

'Trusty' men wanted

DURING "Warship Week" Aylesbury "adopted" the submarine H.M.S. Trusty and presented a plaque to the ship. When the ship was broken up the plaque was placed in the safe keeping of Aylesbury Sea Cadet Unit.

The Unit is desirous of building a model and of compiling a history of the ship and would welcome any photographs and stories about her. Mr. G. Eason-Bassett, 74 Weedon Road, Aylesbury, would appreciate letters from ex-members of the crew, who would be more than welcome on any parade night, Tuesdays and Fridays each week, from 7 to 9 p.m.

Centenary of White Ensign as flag of the Royal Navy

MOST people appear to think that the White Ensign has been the flag of the Royal Navy from time immemorial, but it was not until July, 1864, that the White Ensign really became the flag of the Royal Navy.

For over 200 years previous to this date, the Royal Navy was divided into three squadrons, which were distinguished by their respective ensigns, red, white and blue. The red squadron ranked first, the white came next.

Ships sometimes moved from one squadron to another, and it was necessary, therefore, that they should carry three sets of ensigns to be able to hoist the correct ensign.

The red and blue ensigns were not easily recognisable in the smoke caused by battles, and could be mistaken, at times, for the flags of foreign ships. For this reason Nelson, Vice-Admiral of the White, at Trafalgar, ordered the British Fleet to hoist the White Ensign, this being more easily distinguishable from the French flag.

Seniority difficulties regarding the admirals on the red, white and blue lists caused difficulties, but an Order of the Council on July 9, 1864, put an end to the three-flag system.

The same Order in Council directed that the White Ensign was to be hoisted at 8 o'clock from March 25 to September 20, and at 9 o'clock from September 21 to March 24 at home

and at 8 o'clock or 9 o'clock as the Commander-in-Chief directed when abroad. Flags should fly until sunset, when they were to be hauled down.

The ceremonial hoisting of the ensign has over the years altered a little. Old-timers will recall how in barracks a guard and band were always paraded for "Colours," but now that bands are few and far between, this ceremony is going by the board to a great extent, although, of course, hoisting is always carried out with considerable respect. In Portsmouth Barracks, the ensign is hoisted at 8.30 every morning of the year.

Marriage allowance for C.P.Os.

Wrong amounts were, most unfortunately, shown for a C.P.O.'s marriage allowance under the 1964 pay code, in column three of page seven of the March issue of "Navy News."

The correct amounts for a C.P.O. on Scale "A" is 117s. 3d. per week, on Scale "B" 96s. 3d. per week.

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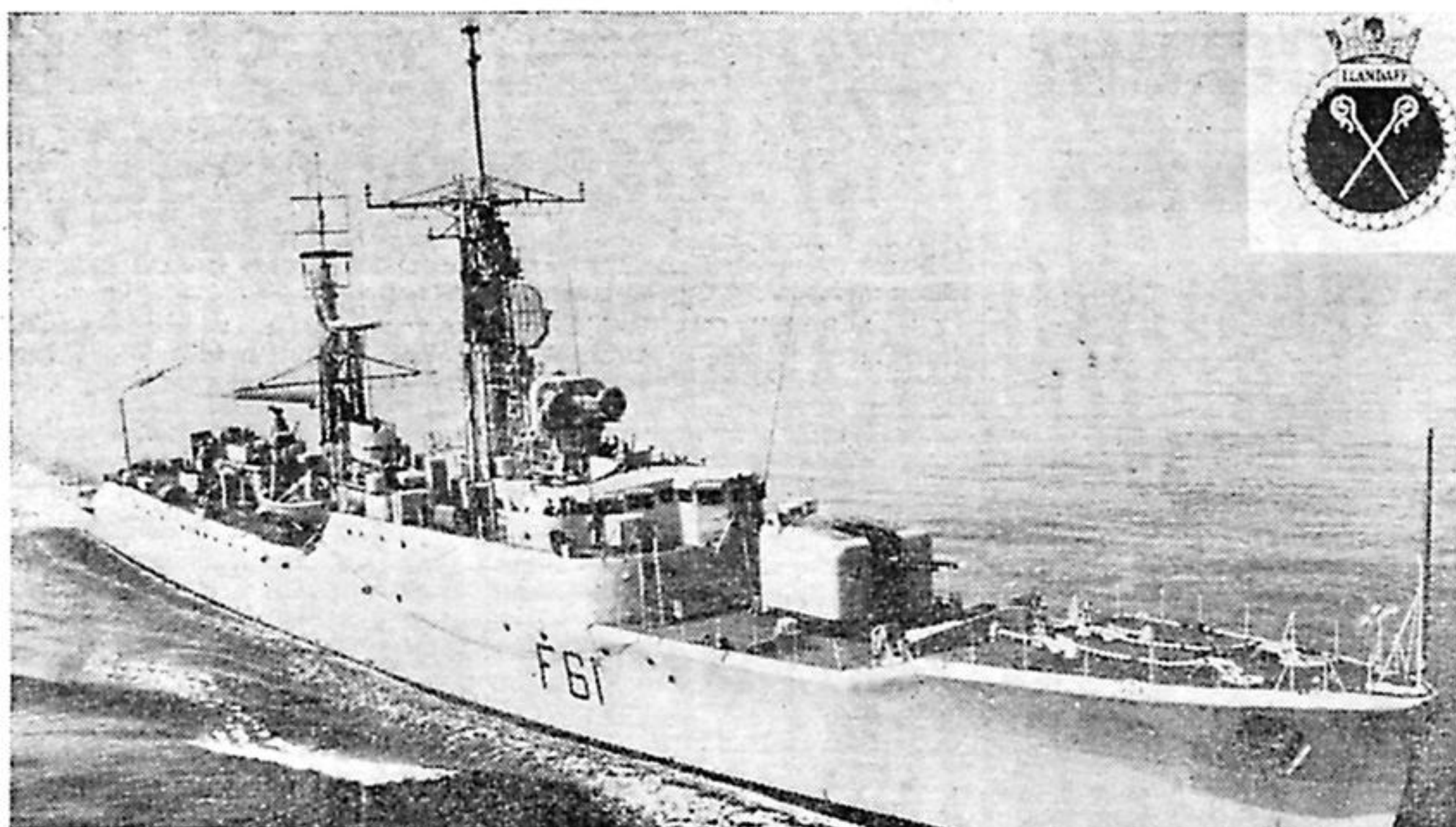


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The "Salisbury" class aircraft-direction frigate, H.M.S. Llandaff, built by Hawthorn Leslie Ltd., Hebburn-on-Tyne. Of 2,350 tons (full load), the ship has a complement of just over 200 officers and men

Llandaff's 100,000 miles during the commission

'FULL SPEED AHEAD -AND LIKE IT'

BY the time H.M.S. Llandaff returns to Devonport, possibly in May, the ship, commanded by Cdr. S. A. Stuart, R.N., will have steamed over 100,000 miles since commissioning at Devonport on May 10, 1962.

The ship's company feel that they had, indeed, joined the Navy to see the world. Not for them the glamour of flag-showing cruises or the quiet of the bottom of a dry dock in a home yard refit. Those on board say that the commission has been sea, more sea, and still more sea. There have been cruises in Borneo, the Yemen and East Africa, and these have meant crossing and recrossing the Indian Ocean. The Suez Canal no longer seems a particularly fascinating ditch and, according to the navigator, the ship managed to cut the international date line and Equator simultaneously.

SADDENED AT TRINCOMALEE

On commissioning Llandaff formed part of the Sixth Frigate Squadron, and after working-up at Devonport, where the main excitement was the operational tow of another frigate which had come to a halt in thick fog near the Shambles Bank, the squadron set off for the Far East in August, 1962. On the way the ship took part in Exercise "Rip Tide III," and spent a two-week maintenance period in Trincomalee.

After a short stay in Singapore, Llandaff arrived at Hong Kong in October, 1962, in company with Ark Royal and Rothesay. Hong Kong, too, seems to have changed greatly, but those on board had little time to enjoy it. "Back to Aden" was the cry for the Yemen rebellion. A ship with good radar was needed, and after the previous commission's sterling perform-

ance off Kuwait the previous year, Llandaff was the natural choice.

At Aden on December 8, 1962, a merchant ship lying at the fuelling berth next to Llandaff burst into flames, and within 10 minutes, the frigate had a fire-fighting team on board. With help later from Hermes, Sheba and the R.A.F. and oil company teams of fire fighters, the fire was put out. It was a hectic four hours. Those on board Llandaff are still hoping for some salvage money.

H.M.S. Llandaff acted as safety ship during the Queen's flight from Canada to Fiji en route to New Zealand and Australia, and in doing so the ship covered 12,000 miles in six weeks with only six days in harbour. Visits were subsequently made to Fiji, Suva and Port Moresby.

March, 1963, was spent off Tawau, on the Borneo Coast, chasing pirates. Amphibious and combined operations were carried out and a most interesting, but navigationally and socially hazardous, visit was made to the Philippine navy base at Batu Batu. The ship returned to Singapore at the end of March, and then, after a very quick run to Hong Kong and further work off Tawau, the squadron returned to the United Kingdom via Colombo, Aden, Malta and Gibraltar, Llandaff arriving at Devonport on July 4.

CARDIFF HOSPITALITY

The high spot of the home leg, indeed of the commission, was the ship's visit to Cardiff. Llandaff Cathedral lies

just outside Cardiff, and a great deal of hospitality, both official and private, made the five-day stay most enjoyable. The ship's company attended morning prayer in the cathedral, where the Captain read the lesson. The rugby players made the acquaintance of a lot of Welsh mud, had also a lot of Welsh beer and the M.(E)s. mess was swamped by the girl-friends for whom they had rashly advertised.

On the way out to the Far East for the second foreign leg of the commission, the gunnery officer was married in Gibraltar. Since January the ship has been standing-by in East Africa.

The sports teams have not been particularly successful during the commission, although they have played with enjoyment all over the place. Probably the strongest side has been the cricket XI, which has had the least opportunity to play—it has always seemed to be the "winter" season. However, representatives from Llandaff who were captaining the squadrons, sides received both the King's Cup for football and the Fleet Hockey Cup from the Commander-in-Chief on the Home Fleet gathering in September, 1963. The rugby side will probably best remember their games in Cardiff followed by those in Borneo, where remarkably strong sides were fielded from the hemp and rubber estates. Basketball, water polo, tennis and squash teams have all "had a go," often in curious or uncomfortable conditions.

The rest of the 25th Escort Group have paid off, leaving Llandaff much like the last of the little nigger boys. However, the ship's company feels that it has managed to live up to the Captain's unofficial slogan produced at the beginning of the commission, "Cheerful Alacrity," which has been interpreted "Full speed ahead and like it."

In Memoriam

Bernard Maurice Younger, Radio Electrical Mechanic, 1st Class, P/1067847, H.M.S. Centaur. Died February 19, 1964.

Sub-Lieut. George Alexander Steenson, Royal Navy, H.M.S. Heron. Died February 20, 1964.

Sub-Lieut. Eric Sneddon, Royal Navy, H.M.S. Heron. Died February 20, 1964.

Reginald Chappell, Cpl., Royal Marines, R.M.15686, 42 Cdo., R.M. Died February 20, 1964.

Keith Lomas Wozencroft, Ordnance Artificer 1st Class D/MX887777, H.M.S. Yarmouth. Died February 21, 1964.

Roger John Mabbitt, Radio Communications Supervisor, P/1926195, H.M.S. Artful. Died February 23, 1964.

Peter Cleavner Horne, Radio Operator 2nd Class, D/054180, H.M.S. Artful. Died February 23, 1964.

Instructor Lieut.-Cdr. Frederick William Warne, A.M.I.Mech.E., Royal Navy, H.M.S. Adamant. Died February 25, 1964.

John William Davis, Musician, R.M., B/X2700, H.M.S. Dartmouth. Died March 5, 1964.

Acting Capt. Michael Holligan, Royal Navy, H.M.S. President. Died March 19, 1964.

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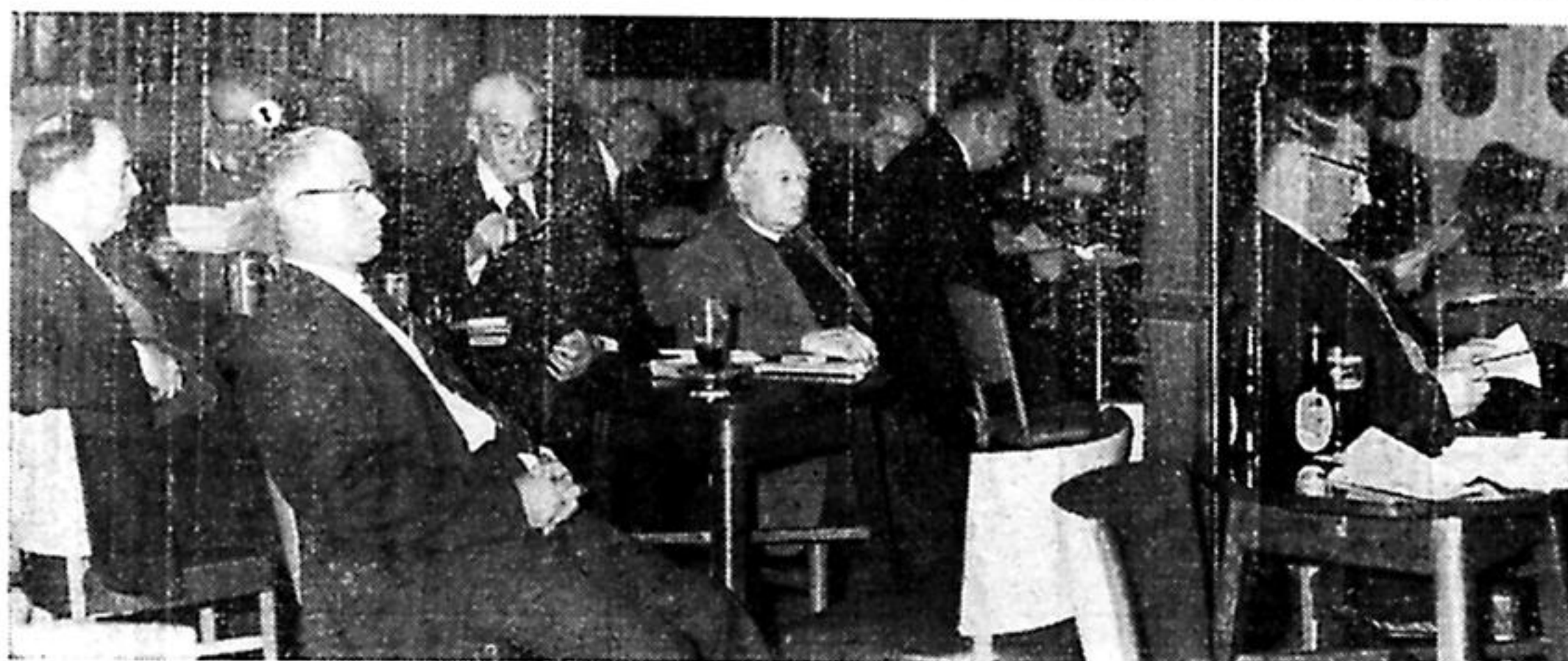
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Some of the delegates at No. 3 Area meeting in the headquarters of the Portsmouth Branch

BREAKING OF GAVEL 'BROKE THE ICE' AT NO. 3 AREA

NO. 3 Area of the Royal Naval Association held its annual general meeting at the Portsmouth Branch headquarters, Pitt Street, on February 29, and, despite the breaking of the gavel within moments of the opening of the meeting, it was a harmonious and constructive one; the breaking of the gavel "broke the ice," and, in fact, set the seal for the meeting.

Welcomed by Shipmate Capt. Colville (president, Portsmouth Branch), the meeting was conducted with Cdr. H. West (Bognor) (area chairman) in the chair. Capt. Colville welcomed Capt. J. A. P. Macintyre, the president of No. 3 Area, and all the delegates and visitors, among whom was Shipmate Lieut.-Cdr. L. A. Maskell, secretary to the Council of the Association.

In his report the treasurer, Ship-

MEETING

mate Ball (Worthing), said that the area funds were in a healthy state thanks to the generosity of the Eastbourne Branch, which had produced £32 towards the cost of the rally held at Eastbourne last year.

"SOMETHING MOVING"

Shipmate A. Legg (Battle) (area secretary) stated that there were close on 1,200 fully paid-up members in the area—an increase over the year of approximately 200. He said: "This state of affairs shows that something is moving in the area." The secretary regretted the closing down of two branches, but he intimated that there

was a distinct possibility of a new branch opening at Bournemouth.

VENUES FOR MEETINGS

Discussion took place on the venues for area meetings. Shipmate Newman (Portsmouth) proposed that winter meetings should be held at Portsmouth and summer meetings elsewhere in the area. Shipmate Towers (Eastbourne) said that his branch would be delighted to arrange for meetings at Eastbourne, but he felt that meetings at the headquarters of smaller branches would be a good thing for everyone concerned. Shipmate Newman's ideas were put forward, eventually, as a notice of motion to be considered at a further date.

In his report the chairman, Shipmate Cdr. West, said that it was 16 years to the very day since he had been partly instrumental in the formation of the Bognor Branch. For the first 12 years

Hammer's new club has increased membership

SINCE the opening of the new club of the West Ham Branch of the Royal Naval Association about 10 months ago, the branch has enrolled over 60 new members and is going from strength to strength.

Cdr. J. Russell, C.D., R.C.N., was elected president of the branch at the recently held annual general meeting and the Rev. Brian Barnes-Ceency became the branch's first chaplain. Shipmate R. Merrigan continues as chairman and the treasurer is Shipmate L. Luckhurst.

The treasurer last year, Shipmate Best, has emigrated to Australia, but before leaving the United Kingdom

he was presented with an inscribed tankard by the president, and Mrs. Best was presented with a rose-bowl by the president's wife. The Mayor of West Ham, Alderman Mrs. Scott, was present in the club on this occasion.

CLUB BEING IMPROVED

Work is still going on to improve the branch headquarters and the shipmates pride themselves on having one of the best club premises in the south and feel sure that the main reason for the big gain in membership is the attraction of a good, large and clean headquarters.

The West Ham Branch of the Old Contemptibles uses the club free of charge. It is a group that can no longer count on new blood, but the few still attend meetings with regularity and enthusiasm. The East London Branch of the Burma Star Association also uses the premises.

Shipmates of West Ham have started to take a growing interest in the two Sea Cadet Corps Units, the T.S.S. Thunderer and Warrior, and some have taken on duty as instructors.

WEST COUNTRY S.O.C.A. BRANCH

A NEW branch of the Submarine Old Comrades' Association has been formed at Exeter to cover East Devon, South Devon to Brixham, North Devon and, if possible, to encourage members from the Taunton area.

Inaugurated on January 24 under the chairmanship of Mr. B. C. Edey, the secretary is Mr. W. R. Woodgates, 104 Park Road, Polsoe Park, Exeter, and already activities are being planned. Membership is open to all ex-submarine ratings and officers, whether serving or not.

(Continued from Column 3)

able support of the ladies throughout the area.

The first job of the new president, Shipmate Admiral Macintyre, whose branch is Wilmslow, was to present a replica of the Standard-bearers' Cup to Shipmate Watts, of Aldershot. By winning the trophy, Shipmate Watts was the national Standard-bearer as well as the area Standard-bearer.

NEW CHAIRMAN APPOINTED

The president said that he had been

impressed by the keen and lively discussions throughout the Association and the basic feeling of good fellowship within the Association. Speaking of subscriptions, Admiral Macintyre hoped that all branches in the area were blameless. He was sorry that the chairman was not seeking re-election. The ballot for the office of chairman, resulted in Shipmate Briggs (Portsmouth) being elected and Shipmate Towers (Eastbourne) was elected as vice-chairman. The treasurer and secretary were re-elected.

GOOD NEWS ABOUT HEADQUARTERS

The area quarterly meeting followed the annual general meeting and at this meeting Shipmate Lieut.-Cdr. Maskell announced that negotiations had taken place regarding the use of the ground-floor rooms of the Association's Headquarters in Lower Sloane Street. These had now been let to approved tenants, all of whom were Service organisations. The letting of these rooms meant that virtually all associations connected with the Navy were now under one roof, and from the Royal Naval Association's point of view, the headquarters would not be such a drain on Association funds.

Shipmate Towers (Eastbourne) told the quarterly meeting that he was authorised to say that the Eastbourne Branch had donated £25 to the area funds to be used as the area decided, either for forming a new branch or for assisting a branch which was in a bad financial state.



Shipmate Watts receiving a replica of the Standard-bearers' Cup from the president of the area, Shipmate Capt. J. A. P. Macintyre

or so, the branch had been a very happy one, but apathy had crept in, and it appeared likely that the branch would now close. The chairman said that there were four things of which the area could be proud—(1) the training of Admiral Parham, who went from president of No. 3 Area to the presidency of the Association; (2) the award of the Standard-bearers' Trophy to Shipmate Watts (Aldershot); (3) the appointment of Shipmate Newman to the Association's Standing Order Committee; and (4) the successful annual rally at Eastbourne.

Cdr. West said that he had been chairman of the area for 10 or 11 years and was not seeking re-election. He thanked all those who had been so helpful, not forgetting the admir-

(Continued in Column 4)



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President—rising 82—carries on for another year

WHEN the Camberley Branch of the Royal Naval Association held its annual general meeting recently, the president, Shipmate R. Berg, intimated that as his 82nd birthday was fast approaching he felt he should make way for a younger and more active member. He said, however, that he would serve for another year to enable the shipmates to find a successor.

Praising the president for his outstanding attendance, the chairman, Shipmate W. Gunns, said that the members were showing an immense interest in the good running of the branch and an increased bank balance was an augury for even better things.

The secretary, Shipmate S. V. Head, told the members that 1963 had been a worth-while and satisfying year. About 50 per cent. of the total branch membership regularly attended branch meetings, and although the membership had shown a slight decline, he felt that this would be rectified in 1964, as some new members were coming along, and others were returning to the fold. Although £28 had been spent on welfare work, the bank balance showed an increase of £21.

SOCIAL ACTIVITIES

Social activities had followed a varied programme and the shipmates had really enjoyed themselves. Neighbouring branches had been visited and these had returned the compliment. There had been two ladies' nights and the annual dinner and dance had been the biggest success to date.

Summarising, Shipmate Head said that 1963 had once again proved the stamina of the branch, but, he warned, care would have to be exercised during 1964 in order to prevent complacency and, in turn, keep alive the interest in Camberley.

After the treasurer, Shipmate A.

Big gathering at Beer

THERE was quite a gathering recently at the small Beer Branch of the Royal Naval Association when the shipmates and their ladies entertained the shipmates and ladies of their "chummy" branch, Bridport.

Among the guests were Shipmate "Joe" May, chairman of the National Council and No. 4 Area president, Shipmate H. Watkins, National Council member from the Tonypandy Branch, Shipmate W. R. N. Cast, No. 4 Area secretary (Bridport Branch) and Shipmate L. J. Roche, chairman of the Bridport Branch.

Shipmate Lieut.-Cdr. J. Maundrell, R.N., the Beer Branch president, welcomed the guests and thanked the ladies who had given so much time during the year in helping the branch to raise funds, thereby putting it in a sound financial position.

Fidler, had reported the satisfactory state of the finances of the branch, the election of officers took place, which resulted as follows: chairman, Shipmate W. Gunns; committee members, Shipmates L. Bunyon and J. Sackley; social secretary, Shipmate E. Landels; Shipmate W. Pibworth was re-elected area and annual conference delegate. Shipmates G. Loneragan and A. Fidler were elected to serve as welfare officers.

SEA CADET CORPS NEWS

Finally, Shipmate G. Loneragan gave an outline of activities carried out in the Camberley Unit of the Sea Cadet Corps which was fostered by the branch and of which most of the instructors and officers are Royal Naval Association members.

During the year the Camberley Branch visited Windsor, Aldershot, Bracknell and Kenton Branches and were visited by those four, plus Westminster, Twickenham and Hounslow Branches. The branch visited Southsea and there was a mystery tour which was a huge success.

WISBECH INAUGURATION ATTENDED BY DAGENHAM SHIPMATES

IT is a long journey by mini-bus—all of 90 miles—from Dagenham to Wisbech, but Shipmate H. W. Brandon, National Council member for No. 5 Area, and a member of the Dagenham Branch of the Royal Naval Association, together with four other members of the Dagenham Branch and their wives, made the journey to be at the inauguration of the new Wisbech Branch.

The Dagenham reporter, Shipmate S. Price, says that the journey was well worth while. Those accompanying Shipmate Brandon were Shipmate L. McGowan, the president of the branch, and Shipmates F. Gradley, H. Roberts and the branch secretary, Shipmate S. Price. The branch chairman, Shipmate F. Tibble, would have liked to join the party, but family arrangements would not permit this.

The inauguration took place at the Five Bells, Wisbech, which will be the headquarters of the new branch, and "mine host," being an ex-chief stoker, rose to the occasion and had his lounge suitably dressed in full Navy

style, with plenty of bunting, etc.

There was a social in the evening, with the visitors taking two of the prizes. Dagenham's social secretary, Shipmate H. Roberts, won the sherry "and," as our reporter puts it, "how he got it home intact is still another lesson to be learned." Shipmate Roberts is 70, but has more "go" in him than some of the younger ones.

Shipmate "Jack" Pennells, who is 82, is still a regular at the Dagenham weekly meetings, but unfortunately he could not go to Wisbech. Dagenham's reporter says: "We believe he was threatened by his girl friend, Topsy."

Dedication Service at Bromsgrove

THE Bromsgrove Branch of the Royal Naval Association is to hold a service of dedication on Sunday, April 12, at the Parish Church, Bromsgrove.

The ceremony starts at 3.45 p.m. and the service will be conducted by the branch chaplain, the Rev. C. C. Atkin, R.N.R. The salute at the march past will be taken by the Chief Constable of Worcestershire, J. A. Willison, Esq., O.B.E.

MORE R.N.A. NEWS ON PAGES 14 AND 15

SHIPMATE HAUNTS PUBS FOR A WORTHY CAUSE

"SPUD" Murphy is a well-known character around the public houses in Dagenham, for it is in these haunts that he manages to extract money for the Royal National Lifeboat Institution, a job he carries out with astonishing results.

In 1947 "Spud" was nominated by the Dagenham Branch of the Royal Naval Association as the local collector of the R.N.L.I., and in his first year he handed over the sum of something like £25. The total reached is now in the region of £1,500, a very worthy effort. At first his collecting was confined to the annual Lifeboat Day; then he gradually extended his activities to Sunday mornings and the Borough's Town Show. Being fully employed in the day-time, he was unable to go out with his box until the week-ends. It was during this period that the people of Dagenham were aware of an oilskin-clad cyclist with a lifeboat in tow!! Such was the enthusiasm of "Spud." Unfortunately the years are catching up on him, and his collecting is now carried out on foot or by public transport.

MEDAL FOR SERVICE

His Sunday "ports of call" take him to such nautical sounding places as "The Admiral Vernon," "Ship and a Shovel," "Beacon," "The Ship," "Ship and Anchor," and with such names, plus his personality, he cannot fail. This opinion is, of course, shared by



Shipmate Murphy, of the Dagenham Branch, being presented with his medal by the Mayor of Dagenham. (Photo: Breda Studios, Barking)

the headquarters of the R.N.L.I., for in their wisdom and gratitude they saw fit to bestow on him the high honour of a silver medal as a mark of appreciation of the sterling service rendered by him to the Lifeboat cause. This pleasant duty, carried out on behalf of the R.N.L.I., was performed by the Mayor, Councillor Jack Thomas, and witnessed by the area organiser, Miss M. Muirhead, the Royal Naval Association national councillor, Shipmate "Bert" Brandon, branch chairman "Fred" Tibble, mine host "Les" Lees and members of the Dagenham Branch.

"Spud" in his modest way explained that there were two sides to his success story, for without the help and co-operation of the generous public he

could not have gained the wonderful tribute which he will wear on every Lifeboat occasion.

Shipmate Murphy has been a member of the Dagenham Branch since its formation in 1936. He saw service in destroyers between the years 1912 and 1919. For many years he was a member of the local council's safety committee, and prior to his last council job was an employee of the Post Office. At 68 he is still going strong, if not so fast, and the Dagenham Branch salutes this stalwart of the Lifeboat cause. In addition, the branch is proud to have been instrumental in selecting "Spud" for this worthy position and also contents itself in the knowledge that the selection has not been misplaced.

RNA's Pensions Officer honoured



Shipmate Charles Henry Wheeler, the Pensions and Welfare Officer of the Royal Naval Association, National Council Elected Member for No. 1 Area, photographed with his wife and grandchild, Miss L. Wheeler, outside Buckingham Palace after receiving the M.B.E. on March 17. Shipmate Wheeler is a member of the Edgware branch. (Photo: Universal Pictorial Press & Agency Ltd.)

President tells Blackhall he is leaving No. 11 Area

NEARLY 300 attended the annual dinner and dance—its fifth—of the Blackhall and Coastal Branch of the Royal Naval Association on February 22, and it was a terrific success from start to finish. The guest of honour was Rear-Admiral R. M. J. Hutton, C.B., C.B.E., president of No. 11 Area, who was accompanied by Mrs. Hutton.

Rear-Admiral Hutton told those present that he is leaving the area in June this year. This news was received with considerable regret, for he has proved himself a first-class, hard-working and respected president and

shipmate. The good wishes of the Blackhall Branch and, indeed, all the branches in the North-East go with him. As one member said, however: "No. 11 Area's loss is No. 3's gain."

The services of Perry Mason are required by the Blackhall shipmates. Once again a nocturnal visitor penetrated the headquarters. This time the "one-armed bandits" were removed together with a member's drinking mug.

The Blackhall reporter, Shipmate E. Reed, 23 Eleventh Street, Blackhall Colliery, West Hartlepool, runs a local football club and would be grateful if shipmates would have a "look see in the scran bag" for any open-necked shirts. They make an ideal football shirt and shipmates would be helping the youngsters in his charge.

Sidcup founder member dies

A FOUNDER member of the Sidcup Branch of the Royal Naval Association, Shipmate W. Marshall, died on March 8 and his passing is regretted by all members of the branch.

Shipmate Marshall, who was sincere in all he did to uphold the aims of the Association, was for many years chairman and vice-chairman of the Sidcup Branch.

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Navy Soccer Team triumphs after 15 years

At long last the Royal Navy has done it and, for the first time for 15 years, the Royal Navy are the Inter-Service Soccer Champions. With two victories 1-0 versus the Army and 4-2 versus the Royal Air Force, it is the first time for 32 years that the Navy has made a clean sweep of the competition.

It is hoped that the Soccer Cup, which has not been outside the Union Jack Club for so many years, will be held by the Navy for a long time to come.

Observing that the Navy had beaten the Royal Air Force and with the Army versus R.A.F. Match resulting in a draw, the Navy was a firm favourite on March 18 when it met the Army at Aldershot. The team realised that the Army would fight; they were a good team, not to be taken lightly.

NAVY'S FIRM GRIP

For the first hour the battle was even, both sides having, at times, a certain amount of luck, but there was little bad play. On this occasion the Army team played stronger and more robustly than against the Royal Air Force and, while the Navy kept a firm grip on the Army attack, the forwards could not penetrate the Army defence and score the vital first goal.

After an hour's play, as was to be expected, the slightly better team got the goal that mattered. Dave Topliss floated over a high centre, beating the Army rearguard and enabling Golding to nod the ball clear of the Army goalkeeper.

After this goal the Navy seemed to gain new vigour and for some periods continued to threaten and it looked more than possible that more goals would come. Coates, the Navy International, assisted in the attack and he,

Director W.R.N.S. (Designate) visits H.M.S. Pembroke

SUPERINTENDENT E. M. Drummond, O.B.E., M.A., W.R.N.S., visited H.M.S. Pembroke on March 17, touring the R.N. Supply School where secretarial officers of the Women's Royal Naval Service are now trained. Supt. Drummond has been appointed Director, W.R.N.S. as from June next. She will be the first secretarial officer to hold this post and, to mark the occasion, the R.N. Supply School dined her in H.M.S. Pembroke.

Ferguson and Metcalfe came close to consolidating the Navy superiority.

Amid swirling snow and in front of quite a strong string of Navy supporters, R.E.A. Godwin received the trophy from the President of Army Football.

TWO NEW CAPS

There were two new Navy caps in the team, Brown and Ferguson, both

of whom played extremely well: Brown was, possibly, the man of the match, without detracting from the ability of the remainder. The whole Navy team was fit, played hard and skilfully and the defence did well to hold the Army, and yet ever be up in front assisting the Navy attack.

The 1963-64 season has been the best enjoyed by the Royal Navy for a considerable time, with an overall record of—Played 10, Won 6, Drawn 2, Lost 2, Goals For 25, Goals Against 20.

R.E.A. Godwin played in every game and has been the Navy Captain for the season.

The Navy team against the Army was—A.B. Salisbury (London), A.B. Gray, (Bellshopham), R.E.A. Godwin (Capt.), (Ariel), C.P.O. Coates (Victory), L. Sea, (Wilkinson) (Mercury), L.R.E.M. Brown (Collingwood), P.O. Topliss (St. Vincent), L.R.E.M. Golding (Boscombe), R.S. Metcalfe (Mercury), P.O. El. Shelton (Collingwood), R.O. Ferguson (Mercury).

HOME FLEET WINS N.A.T.O. FOOTBALL TROPHY

DURING February and March, ships of the N.A.T.O. countries from France, Netherlands, Canada and U.K. gathered at Gibraltar for Exercise "Magic Lantern." The U.K. units included H.M.S. Lion wearing the flag of the Flag Officer Flotillas, Home, Vice-Admiral F. R. Twiss, C.B., D.S.C., Berwick, Yarmouth, Undaunted, Cavendish, Murray and Pellew together with the submarines Totem, Token, Artemis and Rorqual.

The following competitions were run on an international basis: 1. N.A.T.O. Football K.O. Competition, 2. Round the Rock Relay Race.

The football competition provided some first class games. In the first semi-final U.K. met Netherlands and were worthy winners by 5 goals to 1, despite the Dutchmen playing some good football.

In the second semi-final France somewhat trounced Canada by 9 goals to 1, though the Canadians were by no means disgraced, and fought every minute of the game.

ROYAL NAVY VICTORY

The results of the two semi-finals indicated that the final was liable to be a close game. The French were confident of victory, but so was the Royal Navy. Before a large crowd of civilian and service spectators, the two teams met, and as so often happens on these occasions it was some minutes before either team settled down. However, the U.K. team soon found its form and some scintillating play ensued. Before half-time the Royal Navy were in complete control and playing good hard football to which the French could not find an answer.

At half-time the U.K. team was 3

goals up. The second-half trailed off somewhat, but the French seldom made headway over the half-way line, and appeared to lose heart. There were many near misses in this half, but only one more goal was added.

Leading Steward Imrie of H.M.S. Pellew, scored a hat-trick and the other goal came from Cook Stickland of H.M.S. Berwick.

The following players represented the U.K. ships in the competition: A.B. Reddington, Lion; Mne. Telfer, Lion; Stwd. Carling, Lion; Mne. Hughes, Lion; A.B. Ward, Cavendish; A.B. McKay, Cavendish; L. M. (E) Williamson, Berwick; P.O.M. (E) Hodge, Berwick; Cook Stickland, Berwick; M. (E) Houghton, Undaunted; L. Stwd. Imrie, Pellew; A.B. Manning, Rooke; E.M. Royal, Rorqual.

After the match, Vice-Admiral Twiss presented a trophy and Rear Admiral Dartigues, of the French Squadron, presented the team with their prizes. Vice-Admiral Twiss then presented the French side with the runners-up prizes.

ROOKE BEATEN

H.M.S. Rooke, the present king-pin in Gibraltar's Inter-Service soccer,

ADMIRAL PRESENTS THE KELLY MEMORIAL PRIZE

THE Kelly Memorial Prize, awarded annually to the best General List aviator qualifying for the award of "wings" in the previous year, was presented to Lieut. N. E. Rankin, R.N., at the R.N. Air Station, Brawdy, near Haverfordwest, on March 12, by Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E., the Flag Officer, Naval Air Command.

The prize consists of a silver model of a Seahawk aircraft mounted on a plinth.

Lieut. Rankin, who joined the Royal Navy in January, 1959, gained his "wings" last November and since then has been carrying out his advanced flying training in Hunter aircraft at Brawdy. His home is in North Berwick and he is an accomplished rugby three-quarter, having played for the Combined Services in the Mediterranean.

He is keen on sailing, especially off-shore racing.



Lieut. Rankin receiving the Kelly Memorial Prize from Vice-Admiral Sir Richard Smeeton

Does Croydon hold record?

WHEN the Croydon branch of the Royal Naval Association held its Annual General Meeting it was announced that Shipmates Bates, Gilham, Ockenden, Beeching, Wright and Stevens had attended all meetings (apart from holidays and illness) for the past 18 years: "surely a record," claims Croydon.

The secretary and treasurer, Shipmate A. Wright expressed his thanks to the members for their generosity to the branch. The annual subscriptions did not cover all the inevitable expenses, and members had subscribed towards the rent of the headquarters, printing and grants to sick members. The secretary/treasurer was accorded a hearty vote of thanks for his hard work.

The branch chairman, Shipmate Lt. Cdr. J. L. Bates, R.N.V.R., who is also Area chairman, and is now 73, thanked all members for their support during the year, singling out for special mention the vice president, Shipmate J. E. Stevens, who was retiring because of ill health. Shipmate Stevens was secretary during the war and for many years afterwards.

The election of officers for 1964/65 resulted in Shipmate Lt. Cdr. Bates being re-elected for the 19th time. Shipmate Greenhead was elected vice-chairman, and Shipmate Wright was elected as secretary and treasurer. Shipmate Pine remains as welfare officer, the Standard bearer is Shipmate Knight and the Working Committee is comprised of Shipmates Gilham, Ockenden, and Stirling.

NEW BRANCH FOR No. 8 AREA

THE inaugural meeting of the Broseley Branch of the Royal Naval Association was held on February 22. The new branch had an excellent "send-off," with all the officials of No. 8 Area attending.

The branch was officially opened by Shipmate G. Hoare, National Council member, who was accompanied by Shipmate J. Monaghan, the area secretary, and Mrs. Monaghan. In wishing the new branch every success for the future Shipmate Hoare said that it had given him extra pleasure to welcome Broseley, for it was the first branch he had opened since being made a National Council member.

Shipmate N. Stubbs, the area chairman, gave a brief outline of the aims of the association and Shipmate J. Wark, the area president, also welcomed the new branch.

Shipmates from Shrewsbury, Lichfield, Smethwick, Bloxwich and Wolverhampton were present and learned that it is hoped to recruit further members from near-by Bridgnorth and later on from the new town of Dawley.

Branch officials are Shipmate R. Owen (chairman), Shipmate Tookey (treasurer), and Shipmate K. Howard, of Enfield House, Broseley Wood, Broseley, Shropshire (secretary).

Commander G. R. Carver, O.B.E., R.N. (retd.), who retired from the Royal Navy in 1960 after 36 years' service, has been appointed Lay Assistant, a new post, to the Bishop of Guildford.



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Fareham to go bird-watching

ALTHOUGH the Fareham Branch of the Royal Naval Association has been quiet for some time, it does not mean that it is moribund. The monthly meetings at the White Horse are well attended, although the branch could do with a larger complement.

Every third meeting the business side is completed quickly and then the members get together with their wives and friends for a social evening.

At the last social there were a few games of bingo, the laughter beating the caller on more than one occasion.

During the evening the chairman, Shipmate Newman, suggested that the ladies should name the venue for the summer outing and it was agreed that a visit should be made to the Severn Wild Fowl Trust. (Shipmates felt that no other birds would be allowed to be watched!)

NEWCASTLE TO HAVE LADIES' SECTION

WHEN the Newcastle and Gateshead Branch of the Royal Naval Association held its 17th Annual Dinner on March 21, there was a good turn out of shipmates, with everyone remarking that the function was, as always, first class. The branch President, Capt. G. Maund, D.S.O., R.N. (ret'd.) and Mrs. Maund, together with Lieut.-Cdr. D. Houseman (vice president) and Mrs. Houseman were present. The guest of honour was Capt. G. F. Renwick, R.N. Toastmaster was the chairman of the branch, Shipmate R. Finch.

The ladies of the branch, under the leadership of Mrs. Coe, have decided to form a ladies' section. All shipmates are welcoming the idea and looking forward to even more interest in branch affairs by everyone.

Shipmates Lowden and Wilkinson enjoyed a well-run dance at the Washington (Co. Durham) Branch in February and the Newcastle reporter states that more of these functions in the neighbourhood are wanted. Shipmates Denton, Blyth and Sharpe were the branch representatives at the No. 11 Area Dinner at Doncaster.

Steps are being taken to obtain new headquarters for the branch and officials at the Town Hall have promised to help all they can.

Didcot wants Standard this year

THE Didcot Branch of the Royal Naval Association is making an all-out effort to raise funds to purchase a branch Standard this year. Already there is a little over £27 in the Standard Fund, and direct subscriptions to the fund are already being received.

The annual general meeting produced very little change among the officers of the branch. Shipmate J. F. Butters was re-elected branch chairman and Shipmate D. Guiver was re-elected secretary. The branch funds are in safe hands, the treasurer, Shipmate P. Le Mercier, being a member of the local constabulary.

The children's Christmas party was held a little late, but it was, nevertheless, a really good show and much appreciated by all who attended. Thirteen members of the branch, including Shipmate "Pop" Attwood, now 83 years old (or young), helped to entertain the youngsters.

MEAL UP TO NAVAL STANDARD

WHEN the Cardiff Branch of the Royal Naval Association held its 11th annual dinner on March 11, the branch president, Rear-Admiral M. S. Townsend, C.B., O.B.E., D.S.O., D.S.C., was "piped on board" by members of the Cardiff Sea Cadet Corps. He was met by the vice-president, Shipmate J. B. Graham, and introduced to the shipmates and their ladies. Among other guests was the Rev. Peter Lewis and Mrs. Lewis, of Aberdare.

In thanking the members for their warm welcome and dinner, the president said the meal was truly worthy of naval standards, and the shipmates would like, publicly, to thank the organisers for their efforts.

After dinner the social committee took over and, with a well-balanced programme, satisfied everyone, rounding in a really memorable evening.

GREENWICH AND LEWISHAM LIKELY TO AMALGAMATE

WITH delegates from Battersea, Edgware, Enfield, Edmonton, Finsbury, Greenwich, Hanworth, Kidbrook, Kenton and Kingsbury, London Central, Lewisham and West Ham branches of the Royal Naval Association held the Annual General Meeting of No. 1 Area at the Union Jack Club recently. A lively and interesting meeting took place.

Rear-Admiral Gordon Lennox, C.B., D.S.C., the Area President, could not attend, but sent a letter expressing his willingness to carry on—a decision which has received with acclamation. The deputy president, Shipmate A. Bates and vice presidents, Shipmates J. James and H. Mason were present, together with the Area's National Council Member Shipmate C. Wheeler M.B.E. The latter received a big ovation on his first appearance at an Area meeting since receiving his award for his welfare and pensions work.

It was learned at the meeting that the Greenwich branch of the Association has applied for amalgamation with the Lewisham branch. Under the new boundary scheme coming into force the two Boroughs are to be linked together so, perhaps, it is natural for the two R.N. Association branches to join forces.

Social activities for the benefit of the Area have been suspended for the time being owing to lack of support by the branches. There is so much branch activity going on every week that the lack of support for Area activities is understandable, but the question of a dance to swell Area funds is under review.

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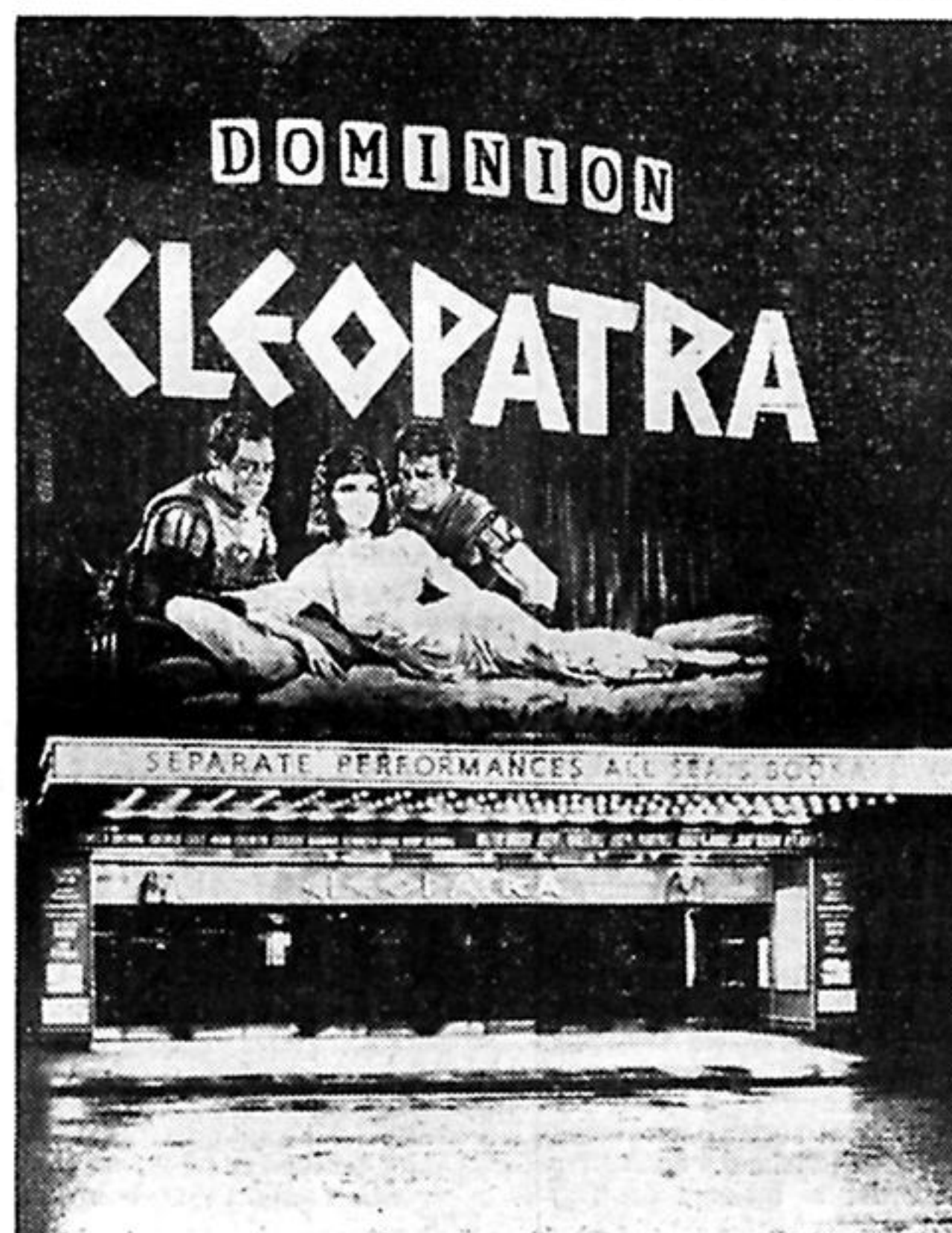
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Navy boxers just miss the double

THE 1964 Boxing season is almost over. As "Navy News" goes to press there remains only the Inter-Service Boxing Association Individual Championships which take place on April 1 at Aldershot. The winners of those contests go forward to the Amateur Boxing Association Senior Championships to be held at Wembley on April 24.

ROYALS WIN INTER-COMMAND BOXING

FOR the Royal Navy Open and Inter-Command Boxing Team Championships held in the R.N. Barracks, Portsmouth, on March 19, there was a good entry of 52 boxers and it was like old times to experience the keen rivalry between Commands.

The decision of the R.N. Boxing Association two years ago to reintroduce this competition was a wise one, since it has produced many promising young boxers, and even encouraged one of the older exponents of the "noble art" to return from retirement and win his weight.

The Inter-Command Championship was won by the Royal Marines Command with 23 points, Portsmouth coming second with 22 points and Plymouth being third with 17 points. The R.N. Boxing Association congratulates the 1964 champions and wish them every success in the Inter-Service Boxing Association Championships at Aldershot.

RESULTS

The results of the Individual Open Competition were: Fly.—L.Sea. Stafford (Victory) beat A.B. Patterson (Vernon). Bantam.—L/Cpl. Simpson (I.T.C.R.M.) beat A.N. McMahon (London). Feather.—M.E. Frampton (Penelope) beat Sid. Brown (Dolphin). Light.—Mne. Sturdy (Deal) beat A.B. Silsby (Victory). Light welter.—Mne. Burton (43 Cdo.) beat R.O.2. Tetley (Victory). Welter.—Mne. Boden (43 Cdo.) beat Mne. Adams (43 Cdo.). Light middle.—Cook Hamilton (St. Vincent) beat Col. McCann (Eastney). Middle.—L.Sea. Gleeson (Drake) beat E.M. Stubbs (Bellerophon). Light heavy.—L.Sea. Cole (Cambridge) beat A.B. Biggs (Ark Royal). Heavy.—P.Pat. Dryden (Fulmar) beat A.B. Field (Ark Royal). In a "special" contest E.M. Riley (Wakeful) beat Mne. Hart (I.T.C.R.M.).

After winning the I.S.B.A. Team Championship Trophy last year, the Navy boxing team had high hopes of repeating their successes during the current season. In spite of the many difficulties in raising and training a team, the double nearly came off. The team's fighting spirit and fitness, however, gained them second place to the Army, with the Royal Air Force losing both to the Army and the Navy.

The Army match, held at Tidworth, resulted in a win for the Army by six bouts to five. The last bout of the evening just gave the Army victory. The Navy team was slightly under full strength against the R.A.F., and once again the team result rested on the last bout, which, on this occasion, gave the Navy a win by six bouts to five. Although the failure to beat the Army was a disappointment the match could not have been more closely contested.

REPRESENTED THE NAVY

The Navy team representatives who boxed in these two matches were: L.Sea. R. Stafford (Victory), A.B. T. Sands (Bulwark), M.E. M. Frampton (Penelope), Mne. G. Sturdy (Deal), A.B. A. Silsby (Victory), Mne. D. Boden (43 Cdo.), Ck. A. Hamilton (St. Vincent), L.Sea. B. Cole (Cambridge), L.Pat. R. Dryden (Fulmar), E.M. A. Stubbs (Bellerophon), Mne. T. Coombes (Eastney), M.E. T. Smillie (Ark Royal), and R.E.M. A. Birch (Ashanti).

C.P.O. "George" Moody, P.T.Instr. has been responsible for the team training and selection, ably assisted by Ctr. Sergt. D. J. Evans, R.M. and P.O. R. Eden. This is likely to have been C.P.O. Moody's last boxing season in the Royal Navy, and all who have boxed or have been associated with Navy boxing wish him every success on going to pension in August this year.

ST. VINCENT'S GREAT WIN



H.M.S. St. Vincent won, convincingly, both "A" and "B" Class Royal Navy boxing championships on February 29. The teams quickly established themselves by winning their first eight contests in the preliminaries—all inside the distance. By the end of the day rumour had it that the St. Vincent boxers were trained on raw meat, and this was borne out by 10 decisive wins in the finals. H.M.S. Ganges was runner-up in both competitions (Photo: J. C. Lawrence & Sons, Gosport)

Many hope that he will decide to sign on for another five years so that the Navy could benefit by his experience. His enthusiasm and expert coaching have contributed largely to the success of Navy boxing over the past two years.

The officials of the R.N.B.A. committee members and all boxers have greatly appreciated his untiring efforts, and all wish him well in the future.

JUNIORS PUT UP A GOOD SHOW

THE Inter-Service Junior Boxing Championships were held on March 21 at the Infantry Junior Leaders' School, Oswestry, and, although the Army team won the "A" and "B" Class Championships with the loss of only one weight (this was won by J.E.M. Thompson, of H.M.S. St. Vincent—11 stone), the Navy's Junior team put up a courageous performance.

There can be no doubt that the Junior Leaders' training does much to toughen up these young soldiers, and makes the Army team a very formidable one indeed. The Army team was superbly fit and well coached. In almost every bout the Army boy seemed to be much tougher and stronger than his Navy or R.A.F. opponent.

Against this weighted opposition the Navy juniors did very well and earned applause for their spirited and game efforts.

The Navy finalists consisted of J.E.M. Boote, J.Sea. Hanton, J.E.M. Thompson, J.E.M. Shepherd, J.E.M. Barns, and J.E.M. Geddes from H.M.S. St. Vincent, J.Sea. Beattie and J.M.E. Austin from H.M.S. Ganges, J.Mus'n. Oliver from Deal and J.Sea. Keegan from H.M.S. Raleigh. They had really tough opposition, but displayed all the promise and qualities of potential senior boxers of the future.

FIRST RECORDED LANDING ON COOK ISLAND

A SMALL Royal Navy survey party from H.M.S. Protector has made the first recorded landing on Cook Island, discovered by Capt. Cook in 1775.

The party from the ice patrol ship, which is co-operating with the British Antarctic Survey in a full-scale investigation of the South Sandwich Group, landed on Cook Island from a ship's helicopter.

A landing was also made by geologist Mr. Peter Baker, of Oxford University, on Freezland Rock, an almost inaccessible pinnacle towering an almost sheer 1,000 feet from the sea and for three days a party of scientists and naval surveyors camped on Bellingshausen Island, an active volcano, in order to make a detailed survey.

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